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NOT MUCH OF A THREAT

Perhaps this should be called "The Needle-Dick Defense." A Canadian man was on trial, denying that he had raped two sex workers on the grounds that it was physically impossible. At 5-foot-6 and weighing in at over 400 pounds, he has a 66-inch waist and a two-inch-long penis (when fully erect). Take a minute, let that sink in, and be thankful for your own massive gristle missile. Plus he apparently has a painful hernia and an examining nurse verified all the details. Despite the lack of DNA evidence, he was convicted. You know the drill; if you appear in court, you MUST be guilty.

DUMBASSES

Goodness, humans are stupid. A 23-year-old Tampa, Florida, dude and his cousin were hanging out and the dude brought out a gun and a bullet-proof vest. I know you are way ahead of me on this one. So the dude puts on the vest and says, "Gosh, I wonder if this bullet-proof vest really works?" The cousin picked up the gun and said, "Let's see." You guessed it, the cousin was charged with manslaughter. Stupid fucks!

CHICKEN LIVER REVENGE

What do you do when someone pisses you off? A 46-year-old woman in Maryland wreaked revenge by dumping raw chicken livers into mailboxes and library bookdrops. She liked to dump the smelly livers in on a weekend so they would be discovered on Mondays. She was arrested after cops reviewed security video of her dumping the livers at a local library.

Library officials revealed that the woman once had a minor argument with a librarian involving the woman's request to have a printout of all the books she had returned. The staff member had explained their computers weren't set up to do, so offered to write out the list by hand. That, apparently, wasn't good enough and triggered her chicken liver revenge!

BREAKING THE GANG CODE

We've all heard of street gangs using certain code words to hide their criminal activities from police. But in a recent murder trial in Australia, it was revealed that the street gang known as the "Brothers 4 Life" have used pig latin. In a phone-tapped conversation played in court, one of the men on trial was overheard cunningly telling a henchman that a colleague had been "caught with the un-gay in the ar-kay." Yeah, I know, it's just too good. Imagine the cops laughing their asses off. Anyway, a helpful witness took to the stand and explained to the jury that the defendant thus knew there was, "a gun in the car."

CRITTER RIGHTS

You may have heard about the "world's saddest polar bear" in the news a few months back. The assholes who run the Mendoza Zoo in Argentina had kept the bear in a small enclosure with no playmates for over 22 years. Well, Arturo the polar bear died last summer. On the bright side, the zoo was recently ordered to release a chimpanzee named Cecilia to a sanctuary in Brazil because the court decided that animals have rights, one of which is the right to socialize with other animals of their kind. Cecilia had been caged all alone for over two years, after her last two playmates died. Anyone want to go with me to Argentina and lock the zookeeper in a coffin for a few years?

WE ALL HATE AUTOCORRECT

Speaking of gibberish, an academic paper was accepted for a lecture at the International Conference on Atomic and Nuclear Physics in Atlanta last month. Prof. Christoph Bartneck of New Zealand's University of Canterbury said he began writing by entering "atomic" and "nuclear" into his computer but allowed "autocorrect" to complete the rest of his work. This resulted in such enlightening sentences as, "The atoms of a better universe will have the right for the same as you are the way we shall have to be a great place." And don't forget the paper's conclusion: "Power is not a great place for a good time." So true.

HE RAN OVER HIMSELF

According to the CDC, more than 150,000 pedestrians are hit by cars in America every year and nearly 5,000 of them die from their injuries. But it's fairly rare for a driver to run over himself. In October, a Florida man (why are they always in Florida?) came out of a strip club at 2:30am, started his truck, drove it away, then fell out of the truck, which ran over his leg. He then watched as his truck continued down the street and ran into his house. Yes, alcohol was involved... probably lots of it.

QUOTE OF THE MONTH

"Whenever I watch TV and see those poor starving kids all over the world, I can't help but cry. I mean, I'd love to be skinny like that, but not with all those flies and death and stuff."

—*Mariah Carey*

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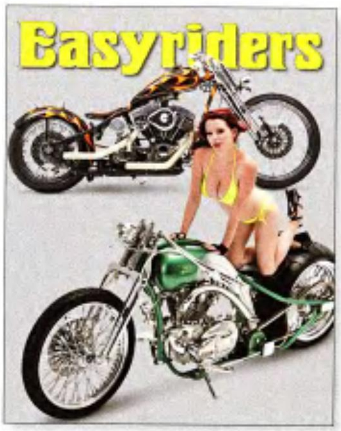

ON THE COVER: Sonya Sterling with Carl Pusser's "Walkin' Tall" Triumph TR6, shot by Michael Farabaugh.

We love hearing from you! Please send your questions or comments to the editor at **dnichols@easyriders.net**. Next month's issue goes on sale March 28, 2017.

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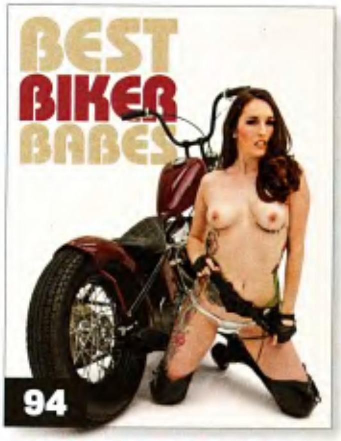

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BEST BIKER BABES

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A client's dad passed away a few years ago and left him his old 1964 panhead trike.

Kirk Taylor of Novato, California, grew up in his dad's machine shop and has been around motorcycles all his life. The biker bug bit him early, and with a mechanical background and an artistic and creative mind, he began designing two-wheeled art in the form of retro-style choppers and bobbers. Like many of us, motorcycles are his life.

Kirk started a business called Custom Design Studios back in 1988, mostly doing amazing custom paint work, but the business soon grew into a complete custom motorcycle shop. Today, CDS has a full paint department as well as a fabrication shop and service, assembly, and parts operation. From oil changes to designing one-of-a-kind customs, Kirk does it all.

Known for his show-winning old-school choppers, we've featured many of his scooters in *Easyriders* over the years and this one was shot last year at our Easyriders Bike Show in Sacramento, California. This purdy panhead is known as "Pop's Hand Me Down," and like all bikes, this one has a story.

Hand Me Down

KIRK TAYLOR'S 1964 PANHEAD CHOP

"This was a client of mine's bike," Kirk tells us. "His dad passed away a few years ago and left him his old 1964 panhead trike. It was a 1970's-style chopper trike that exhibited all the problems of old custom bikes. The frame had broken three times." Kirk's client decided it was time to make the old three-wheeler into the righteous rigid you see before you.

Kirk started with a V-Twin Mfg. straightleg frame, smoothing out the welds before installing the reworked panhead motor. The tranny benefits from new Baker internals and the upswept Paughco megaphone pipes give this chopper its sweet bark. The rider sits upright thanks to the CDS mid-controls, Anderson O.G. pegs, and perfect narrow apehangers. The bike offers a rideable stance thanks to the narrow Paughco springer front end. Little details such as the taillight and seat are from Fab Kevin.

The masterful paint on the tear-drop gas tank, TT-style oil tank, and British-style rear fender is by Kirk himself—a blend of House of Kolor Cayman Teal flake and gold leaf swirls with expert pinstriping by Courtney Schamach.

The final result is anything but a hand-me-down. Classic customs like this one just tickle my balls.

—*Negan*

It was time to make the old three-wheeler into the righteous rigid you see before you.

Owner: Kirk Taylor
City: Novato, California

GENERAL

Fabrication: Kirk Taylor, Custom Design Studios
Year/make: 1964 Harley-Davidson
Model: panhead
Asembly: Kirk and Danny
Time: too long!
Chroming: Meclec

ENGINE

Year/make: 1964 Harley-Davidson
Model: panhead
Rebuilder: Custom Design Studios
Ignition: makes sparks
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Pistons: Z
Heads: Harley-Davidson
Cam: Andrews
Lifters: Harley-Davidson
Carb: S&S "E"
Air cleaner: S&S teardrop
Pipes: Paughco/CDS

TRANSMISSION

Year/make: 1964 Harley-Davidson
Modifications: Baker

PAINT

Painter: Kirk Taylor
Pinstriping: Courtney Schamach
Type/color: House of Kolor/teal flake and gold leaf

FRAME

Year/builder: 1957 V-Twin Mfg.
Type: rigid straight leg
Rake: 30 degrees
Shocks: none

ACCESSORIES

Bars: narrow apehangers
Fenders: British
Headlight: Unity
Taillight: Fab Kevin
Pegs: Anderson
Electrics: CDS
Gas tank: Paughco
Oil tank: TT style
Oil system: S&S
Seat: Fab Kevin
Mirrors: Harley-Davidson original
Grips: Harley-Davidson original

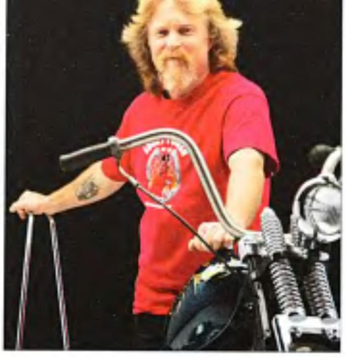
FRONT END

Builder: Paughco
Type: narrow springer

WHEELS

Size: 21-inch front, 18-inch rear
Hub: spool front, Star rear
Tires: Avon front, Firestone rear
Brakes: V-Twin Mfg. drum rear

Photos: Michael Lichter
Contact: Kirk Taylor, Custom Design Studios • 415-382-6662
customdesignstudios.com



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Thank you, *Rick Rademacher*

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POLARIS KILLS VICTORY MOTORCYCLES

It is with great regret that we inform our readers of the untimely demise of Victory motorcycles. For those of us lucky enough to have lived with these bikes, particularly the magnificent Cross Country Tour, arguably among the greatest touring motorcycles ever built, the world is a far less happy place today.

Over the years we have covered many Victory models in *Easyriders* as well as in our sister publication *ROAD IRON*. We loved their motorcycles; they were dependable, beautiful, powerful, comfortable, and great handling machines.

It is hard to argue with the market, and sadly it seems that the Victory customer was comprised largely of the hardest core riders, the we-ride-everywhere crowd, and there just aren't enough of those around today. The company says that they will continue to support their buyers and dealers, continuing to supply parts for the next 10 years and service and warranty coverage will continue.

Our contacts at Polaris assure us that terminating Victory was an extremely difficult decision. They inform us that the move was needed to cut their losses and have elected to re-channel their resources into the Indian brand and the Slingshot three wheelers, which are reportedly selling well.

The press release from the company emphasized the decision as one of strengthening Polaris' position in the industry, but for us it is a bitter pill to swallow. Here's to Victory Motorcycles, we'll miss them.

ANOTHER TEXAS BIKER INDICTED IN WACO TWIN PEAKS CASE

The Waco trial continues to impact the lives of Texas bikers, as another name has been added to the list of indicted. Glenn Allen Walker, said to be a member of the Comandantes motorcycle club, has been charged with the same cookie-cutter charge of first-degree felony "engaging in organized criminal activity," as every other defendant in the case. Walker is the 155th person to be indicted.

The first trial dates have finally been set for nine of the accused. April 17 has been set for the first date, with the second defendant tried in June. Seven additional trials will be held alternately each month after.

The wait for "speedy trials" seems highly unusual, but with the mountainous data dump on the defense teams from the prosecutor's office will take a lot of time to sift through for an effective defense. Indeed, as noted last month, many of the attorneys are complaining that they cannot find evidence that even pertains to their clients in the enormity of the files.

Nine bikers lost their lives and another 18 were wounded on May 17, 2015. A total of 44 shell casings were recovered at the scene, and four of the deceased were killed by .223-caliber rifles, which were the type carried by officers that day. It is unclear who fired the first shots. The cases remain under a gag order, so further information has been difficult to obtain. That said, we'll keep on it to the end.

Source: Waco Tribune-Herald

QUOTE OF THE MONTH

"Everything that is really great and inspiring is created by the individual who can labor in freedom."

—Albert Einstein

FLORIDA HELMET-FREE STATUS UNDER FIRE

A freshman Republican lawmaker, Rep. Don Hahnfeldt, has authored a bill (HB 6009) that would resurrect the mandatory helmet law in the Sunshine State, which has been free for 21-and up since 2000. Under Hahnfeldt's proposal, riding without a helmet would be a "noncriminal traffic infraction, punishable as a nonmoving violation." As of this writing a companion bill has not been filed in the Senate. The bill now resides in Transportation and Infrastructure Subcommittee and the Government Accountability Committee. Best to keep an eye on this, the threat assessment is unclear. If passed, the effective date would be July 1, 2017.

Source: floridapolitics.com; mynews13.com; lobbytools.com

MEANWHILE, IN DELAWARE...

Rep. Sean Lynn and Sen. Gary Simpson have proposed legislation that would require every motorcyclist to wear a helmet. Currently, (and curiously) the law in Delaware requires motorcyclists in the state to carry a helmet,

Continued Next Page

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but doesn't require them to wear them unless they are age 19 or younger. Lynn sponsored the same bill in 2015, which stalled in committee after opposition by vigilant motorcyclists in the state lobbied against it.

ARIZONA RIDERS GET READY TO FIGHT

Arizona Rep. Randal Friese has just sponsored his annual helmet law bill, HB 2046. Hopefully Arizona riders will have responded to the action alert by ABATE of Arizona and can get to this before it clears the Transportation and Rules committees. The bill would impose a $500 fine on helmetless riders, of which $300 would go to Rep. Friese and his friends and their spinal cord trauma practices.

Source: ABATE of Arizona

BIKERS FOR A CURE

One of the great things about working for *Easyriders* magazine is that you sometimes get to do something good for others. Case in point, we were recently invited to attend one of the many bike runs around the country that works to eliminate cancer. We all know someone who has lived with some form of this devastating disease and bikers are always first on the line to help their brothers and sisters.

These days there are literally hundreds of motorcycle events around America that support a charity and there are dozens that are specifically dedicated to fighting cancer, from the nationwide Bikers Fighting Cancer, to Bikers for Boobees (focused on battling breast cancer). A quick Google search will help you find an organization near you.

Today we are focusing on Biker for A Cure. The organization has been around for 16 years and their big rally will be held in West Virginia late in August this year. The guys who organize this poker run have ride pins with different colors denoting different forms of cancer and their annual Ride For Life includes live music, great food, bike games, raffles, and more. This year's Ride for Life will take place on August 19, starting at the Texas Roadhouse in Clarksburg, West Virginia, at 10:00 a.m. sharp. Proceeds from the day of riding and biker festivities benefit the American Cancer Society.

For more info call 304-677-1472 or visit bikersforacure.com.

NEW LAWS TAKE EFFECT IN ILLINOIS

The Land of Lincoln state is now offering specialty "Route 66" specialty plates for motorcyclists to help fund preservation of the historic road. Route 66 is a big draw in the state, with motorcycle tourists around the world specifically seeking it out as a destination. In other Illinois news, "blue dot" taillights are now legal, as of January 1. They are said to dramatically increase visibility for motorcyclists, according to ABATE Illinois Public Communications Officer Josh Witkowski.

Source: Illinois News Network

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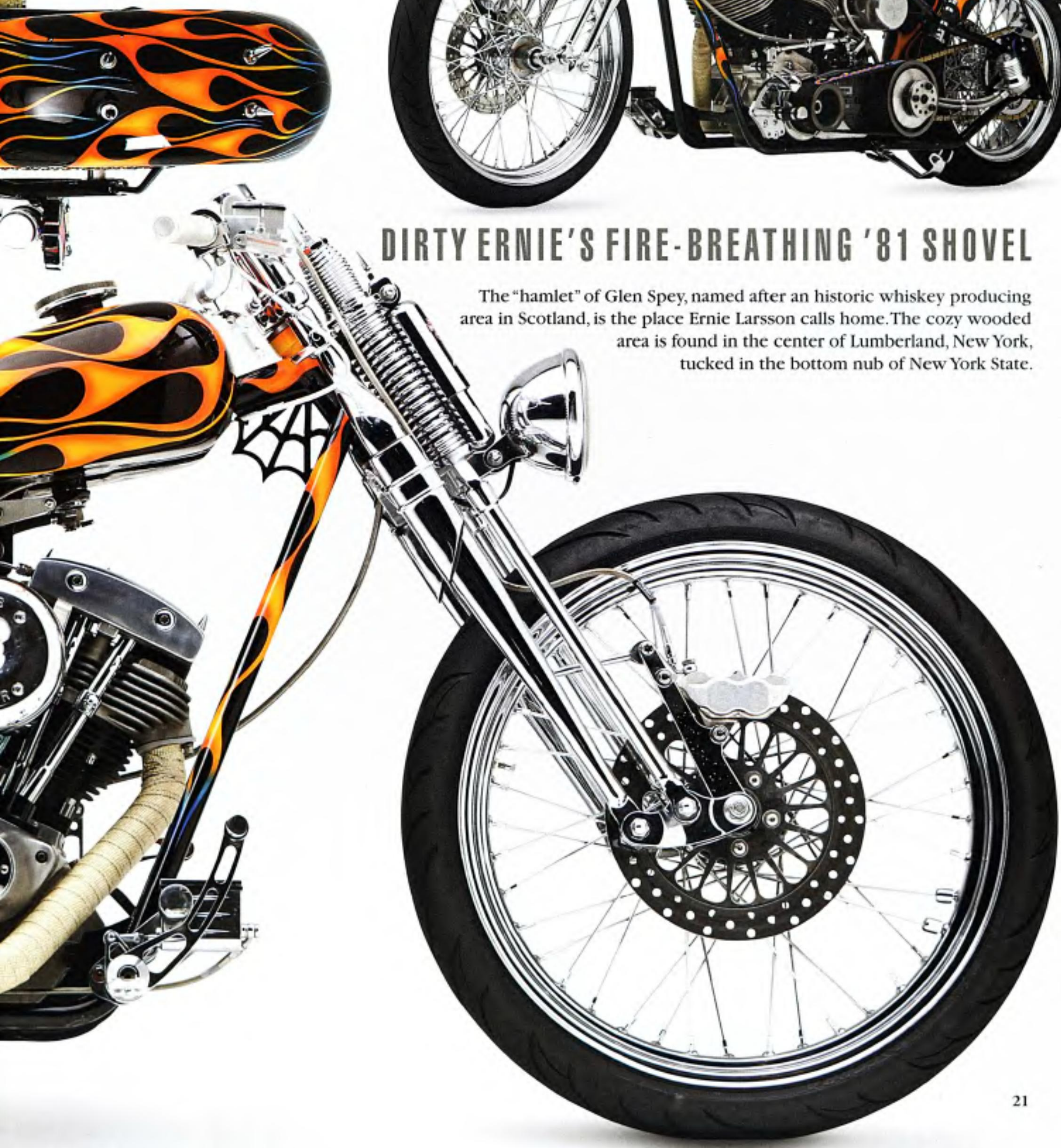
"To get it to sit perfectly, I had to go with a 23-inch front wheel."

Cadence

DIRTY ERNIE'S FIRE-BREATHING '81 SHOVEL

The "hamlet" of Glen Spey, named after an historic whiskey producing area in Scotland, is the place Ernie Larsson calls home. The cozy wooded area is found in the center of Lumberland, New York, tucked in the bottom nub of New York State.



While lumber is no longer a local industry, there's the Best Made Company specializing in product testing. It sounds like just the right prowling grounds for "testing" Ernie's flamed FL custom.

About five years ago, Ernie opened up a bike shop focusing on Harley knuckleheads, panheads, and shovelheads. Ernie calls this shovel "Cadence" in appreciation of his daughter. In fact, the bike is kind of a family affair, as his wife, Grace, chipped in to get the project off the ground some ten years ago.

"This was the second bike I built for myself after a 1973 Sportster," Ernie tells us. "I wanted to do a big twin and got a good deal on a friend's '81 FXWG. I noticed Jesse James was having a 2006 Christmas parts special, and I bought a package of the frame, oil tank, battery box, and axle."

Ernie re-plumbed the '81 stock Harley cases with S&S components including a big bore 3 5/8 kit, then nudged it into the Jesse James frame matched up to a '97 Harley springer. "To get it to sit perfectly, I had to go with a 23-inch front wheel," Ernie says. "And ten years ago, that was the first one seen around here."

Accumulating just the right parts for the look Ernie wanted took some hunting and a bit of luck. The gas tank was "rescued" from the Orange County Choppers dumpster, eventually finding its way to Ernie, who made the necessary mods. The seat's shocks were repurposed from a mountain bike Ernie salvaged from another dumpster, while the high-tech Honda rear brake was found at a junkyard. In a nod to muscle cars, Ernie cut and welded together a vintage Camaro gas cap with a stock Harley cap.

As for the classic chopper graphics, Ernie credits his father, a tattoo artist, and his dad's friend, who ran a '32 Ford Coupe with traditional flames. "I traded a bunch of the stock FXWG parts for a paint job from a family friend, Wayne Fountain—a great painter who has since passed away," Ernie says, "and it came out just beautiful. This shovel rides, handles, and looks as beautiful as the day that the paint dried ten years ago."

—Paul Garson

"This shovel rides, handles, and looks as beautiful as the day that the paint dried ten years ago."

Owner: Grace, Cadence, and Ernie Larsson
City: Glen Spey, New York

GENERAL
Designer: Ernie Larsson
Year/make: 1981 Harley-Davidson
Model: custom
Assembly: Dirty Ernie
Time: 8 months

ENGINE
Year/make: 1981 Harley-Davidson
Model: shovelhead
Displacement: 88 inches
Cam: S&S
Ignition: Blue Streak
Pistons: S&S
Heads: S&S
Lifters: JIMS
Carb(s): S&S
Air cleaner: S&S
Pipes: wrapped Paughco

TRANSMISSION
Year/make: 1981 Harley-Davidson
Modifications: Andrews gears
Shifting: foot

PAINT
Painter: Wayne Fountain
Type/color: PPG/black, flames

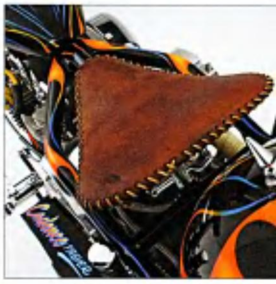
FRAME
Year/builder: 2007 Jesse James
Rake: CFL
Stretch: 2 inches up, 2 inches out
Shocks: none

ACCESSORIES
Bars: Super Bars
Handlebar controls: GMA
Fender: Jesse James
Headlight: Harley-Davidson
Taillight: Diamond
Electrics: 3 wires
Gas tank: dumpster find
Oil tank: Jesse James
Oil system: S&S
Seat: Dirty Ernie
Pegs: yes
Mirrors: Diamond
Grips: FTW/W.C.C.

FORKS
Type: Springer
Extension: none
Builder: Harley-Davidson

WHEELS
Size: 23-inch front, 18-inch rear
Wheels: wire
Tires: Avon
Brakes: Harley-Davidson

Photos: Dino Petrocelli



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Li'l Green Speedster

CARL PUSSER'S "WALKIN' TALL" TRIUMPH TR6

No matter how good or bad it was, you usually don't forget your first one. You got your cherry popped, and unless you really fell hard, at some point you'll move on to the next one. Before you know it, that first one's barely more than a very sweet memory.

That's how it started for Carl Pusser back in 1979 with a '71 Triumph that he raced for a number of years before selling her in '94 and moving on to other bikes. But something about that strumpet, I mean, trumpet just kept haunting him, and about eight years ago, when he ran into the guy he'd sold her to and found out he, too, had held on to her, Carl wanted her back. And he got her back. "For 300 bucks," he says with a grin.

That's to say he got parts of her back, the engine and the front end. And that was enough for Carl.

Looking at the sultry Sonya Sterling astride Carl Pussers' Li'l Green Speedster, you can't help but wonder if she's a natural redhead. We may never know, but there's something about that red and green combo that drives men wild.

He kept her in his garage for a few more years before deciding to start putting her back together. By then Carl was an accomplished custom bike builder with his own shop, Walkin' Tall Cycles. "That was the time when the 300 rear tire was a big deal," he says, "so I wanted to build something different, something clean and simple."

But nothing's ever as simple as it sounds, and some of the trickiest pieces to this puzzle were the frame and the gas and oil tanks. Carl built all of those parts himself, and while the two tanks originally were one piece, the gas tank sitting above the oil tank and the whole thing sweeping down and into the bottom rails of the frame, he says he ended up cutting the two tanks and splitting them. "I just couldn't get the whole thing into the frame and above the engine, so I made two parts out of them."

The frame was a challenge because Carl had to make sure the Triumph motor would be dead-centered and that the jackshaft lined up with the rear wheel so it would clear that 300 tire. It involved moving the bottom of the oil tank around a few times. Carl also fabbed the handlebars, which he originally designed to have the mustache look. "But then I didn't like them, so I flipped them upside down, and that's how they ended up like this," he says, adding that the pivot floorboards also function as brakes and clutch.

Once he had the bike finished, Carl won just about every bike show it entered, including two Easyriders shows and the 2015 J&P Ultimate Builder Championship in Chicago. And that's where the bike is today: at the J&P museum. It'll be there for a total of a year, but Carl and his wife, Cindy, have several bikes to choose from when they're itchin' for a ride.

By the way, the name of Carl Pusser's shop, Walkin' Tall Cycles, wasn't just randomly picked. Turns out his uncle was Buford Pusser, the Tennessee sheriff who became famous for being a one-man fighting machine against crime in McNair County back in the 1960s and who was the subject of the 1973 movie *Walking Tall*.

—Tripper

Owner: Carl Pusser
City: East Peoria, Illinois

GENERAL

Fabrication: Carl Pusser
Year/make: 1971 Triumph
Model: TR6
Assembly: Walkin' Tall Cycles
Time: 12 months
Chroming: Precision Plating

ENGINE

Year/make: 1971 Triumph
Model: TR6
Rebuilder: Walkin' Tall Cycles
Ignition: Joe Hunt Magneto
Displacement: 650 cc
Lower end: stock
Balancing: stock
Pistons: .20 over
Heads: polished
Cam: Collins
Lifters: stock
Carb(s): Mikuni 30mm
Air Cleaner: none
Pipes: ram pipe, Walkin' Tall Cycles

TRANSMISSION

Year/make: 1971 Triumph
Shifting: right side

PAINT

Painter: Derrek Johnson
Type/color: House of Kolor/ two-tone green, chrome

FRAME

Year/builder: 2014 Walkin' Tall Cycles
Type: custom
Rake: 30 degrees
Stretch: 2 inches
Shocks: none
Modifications: exposed backbone

ACCESSORIES

Bars: beach, Walkin' Tall Cycles
Handlebar controls: Krafttech
Headlight: W 1/2
Taillight: V-Twin
Pegs: floorboard, Billit
Electrics: very little
Gas tank: Walkin' Tall Cycles
Oil tank: Walkin' Tall Cycles
Oil system: stock
Primary cover: stock
Seat: solo, Dave Fiddich
Grips: contour

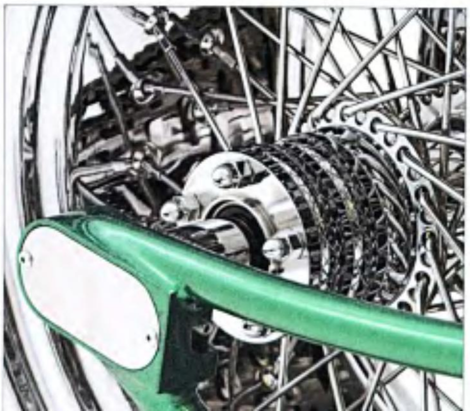
FORKS

Type: Springer
Extension: 4 inches under
Builder: DNA

WHEELS

Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brake: Ultima

Model: Sonya Sterling
Photos: Michael Farabaugh



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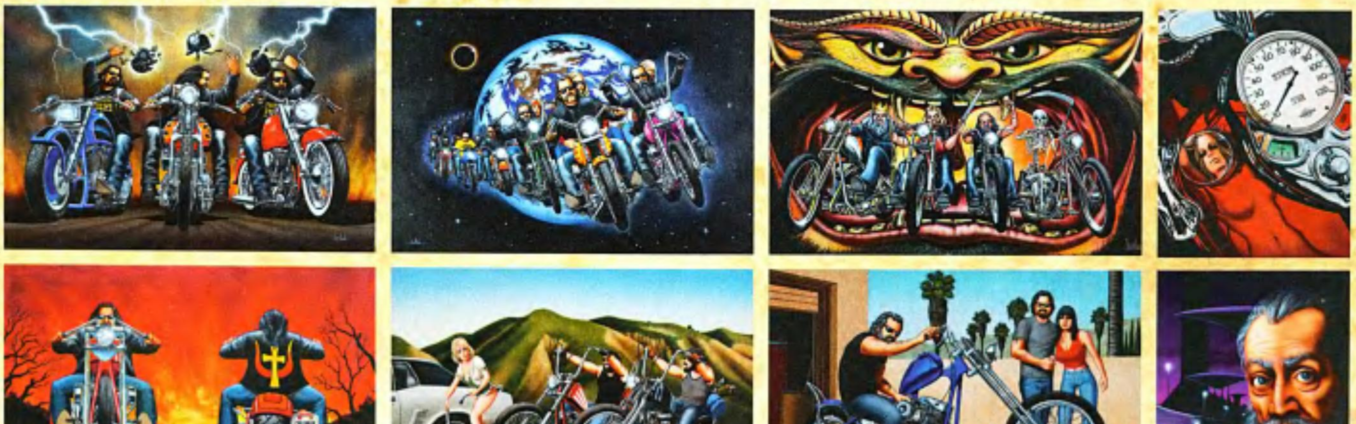

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David Mann Ar

1st Prize

Helmet Protest First appeared in *Easyriders* issue No. 217, July 1991. Valued at: $25,000

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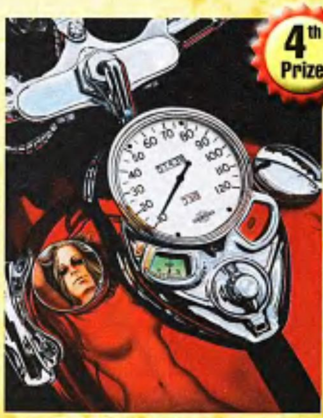
2nd Prize

Planetary Biker
First appeared in *Easyriders* issue No. 253, July 1994
Valued at: $20,000

3rd Prize

To Hell and Back
First appeared in *BIKER* issue No. 216, January 2004
Valued at: $15,000.
(This was Mann's last finished artwork.)

4th Prize

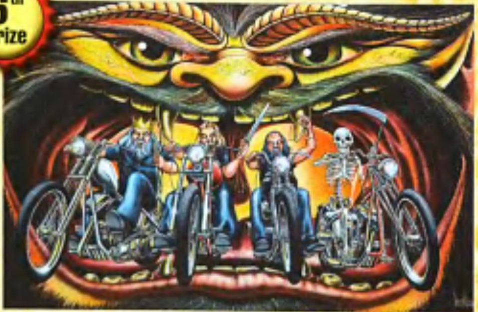


Cateyes
Commissioned but never used
Valued at: $10,000

5th Prize

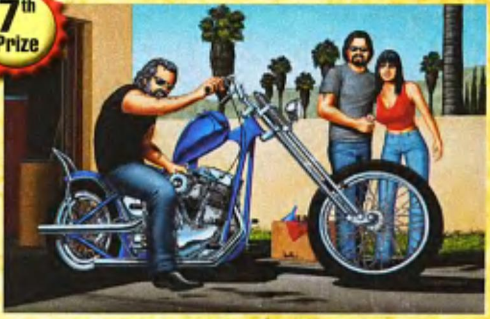
Help, Flat Tire!
First appeared in *Easyriders* issue No. 144, June 1985
Valued at: $10,000

6th Prize



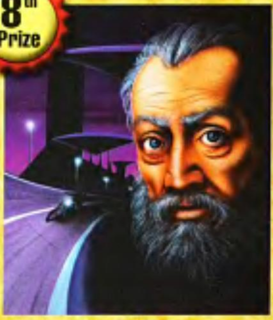
Four Riders and A Beast
First appeared in *Easyriders* issue No. 81, March 1980.
Valued at: $10,000

7th Prize



Breaking Out the Old Chopper
First appeared in *BIKER* issue No. 178, January 2000
Valued at: $5,000

8th Prize



The Last Biker
First appeared in *Easyriders* issue No. 196, October 1989
Valued at: $5,000

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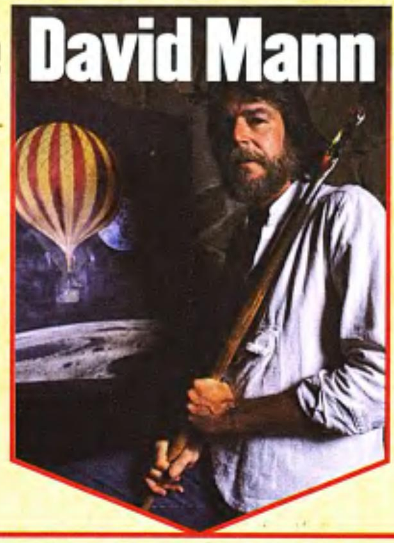
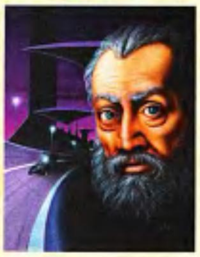


David Mann was the Norman Rockwell of the biker world. In every state he called home, including Kansas, Florida, and California, he lived the biker lifestyle. Through his art, he rendered the fun, fascination, trial and romance of that lifestyle on the pages of *Easyriders* magazine, the most widely circulated motorcycle magazine in existence. His influence, talent, and appeal set trends and created a following around the world.



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LIMIT – ONE ENTRY PER HOUSEHOLD

Passin' Gas

A man walks into a bar. He sees a good-looking, smartly dressed woman sitting on a bar stool. He walks up behind her and says, "Hi there, how's it going?"

Having had a few drinks, she turns around and faces him, looks him straight in the eye and says, "Listen! I'll screw anybody, anytime, anywhere, your place, my place, any place, it doesn't matter."

He says, "No kidding, I'm a lawyer too! What firm are you with?"

Red Beard
Boone, Iowa

Little Red Riding Hood is skipping down the road when she sees a big, bad wolf crouched down behind a log. "My, what big eyes you have, Mr. Wolf!" The wolf jumps up and runs away.

Further down the road, Little Red Riding Hood sees the wolf again crouched behind a bush. "My, what big ears you have, Mr. Wolf!" Again, the wolf jumps up and runs away.

About a half-mile down the road, Little Red Riding Hood sees the wolf again and this time he is crouched behind a rock. "My, what big teeth you have, Mr. Wolf!"

With that, the wolf jumps up and screams, "Will you knock it off? I'm tryin' to take a shit!"

Bill Bob
Westlake, Ohio

One day Fred decided it was time to take a little vacation and thought a nice road trip would be just the thing. Not wanting to drive the Interstate highways, he decided to only take little-used country roads. Thinking that this would be nice and peaceful, he figured it would also give him a chance to see rural America.

While driving down a back-country road in Texas, Fred noticed a commotion up ahead alongside the road. When he got nearer, he saw it was a biker on a big Hog driving down a coyote.

Fred slowed down and watched fascinated by the events unfolding before his eyes. The coyote finally cut to the right and ran down into the road-side ditch to get away from the biker and his Hog. The biker quickly parked his Hog and started to run after the coyote. He finally grabbed the coyote by a hind leg with one hand, and without missing a beat, whipped out his prick, pulled the coyotes tail up and proceeded to screw the coyote in the ass.

Fred, never having seen such a sight was appalled. 'I've got to report this,' he thought. Speeding up, he quickly came to a small town. Seeing a sheriff's car parked at the cafe, Fred pulled in. Upon entering the cafe he saw the Sheriff at the counter drinking coffee. But there at the end booth was an old white-haired biker with a huge white beard, steadily masturbating.

"Good Lord Sheriff, this is horrible!" exclaimed Fred. "Just outside your town you have a biker who runs down coyotes and fornicates with them on the side of the road, then at a booth in this very cafe one of your senior citizens sits masturbating! What have you got to say about that Sheriff?"

The Sheriff placed his coffee mug on the counter, slowly turned around to look at the old biker in the booth, then slowly turned back and looked at Fred. "Well," he replied, "he is kinda old to be chasing coyotes."

Richard Ellen
Omaha, Nebr.

A male patient is lying in bed in the hospital, wearing an oxygen mask over his mouth. A young student nurse appears and gives him a partial sponge bath.

"Nurse," he mumbles from behind the mask, "are my testicles black?"

Embarrassed, the young nurse replies, "I don't know, sir. I'm only here to wash your upper body and feet."

He struggles to ask again, "Nurse, please check for me. Are my testicles black?"

Concerned that he might elevate his blood pressure and heart rate from worrying about them, she raises his gown, holds his manhood in one hand and his testicles gently in the other. She looks very closely and says,

"There's nothing wrong with them, sir. They look magnificent."

The man slowly pulls off his oxygen mask, smiles at her, and says very slowly, "Thank you very much. That was wonderful. Now listen very, very closely: "Are – My – Test – Results – Back?"

Gil VonLunatic
SoCal

Harley-
Davidson

SANDY HOOK MEMORIAL DAY PARTY

Last May, this rover headed to the remote backwoods of Mississippi with the wild and clothing-optional crowd for the 16th annual Memorial Day Biker Party in Sandy Hook. This two-wheeled hoedown is the first of two parties held each year at Lee and Mary's 120-acre private campground. Private is the operative word here, so there are no hassles by local po-po for silly things like public nudity or drunkenness. It's not a free-for-all, however. Disrespect or complete asshole behavior will get you booted from the premises faster then you can unsnap her bra.

Event-goers were entertained by a multitude of stage contests, including those that one can only find at an adults-only rally. Wet T-shirt, best thong, peach and banana sexy eating, lap dance, and male and female tattoo contests were among the expected stage exploits, but the biggest draw was the wild, clothing-optional water slide. The slide is not a contest exactly, but a great way to get some much needed relief from the sweltering Mississippi heat. Imagine an adult version of your kid's favorite water theme park and a back yard slip and slide. Now add a little baby oil for better slippage, a 30-foot drop, some

nudity, because as everyone knows, those pesky clothes will slow you down on a water slide, and you have a whoopin' good time whether your sliding down the plume or just sweating it out on the sidelines as a spectator.

The biker field games included most of the traditional options, including the keg roll, wienie bite, slow race, road kill, loud pipes, balloon toss, and a beer chugging contest around the infield. All of these games were clothing-optional, of course. Winners of each event got to take home a shiny trophy to commemorate the weekend.

Live music from local favorites was featured with Whiskey Kiss on Saturday and Ampersand on Sunday. The fire-breathing burnout ramp from

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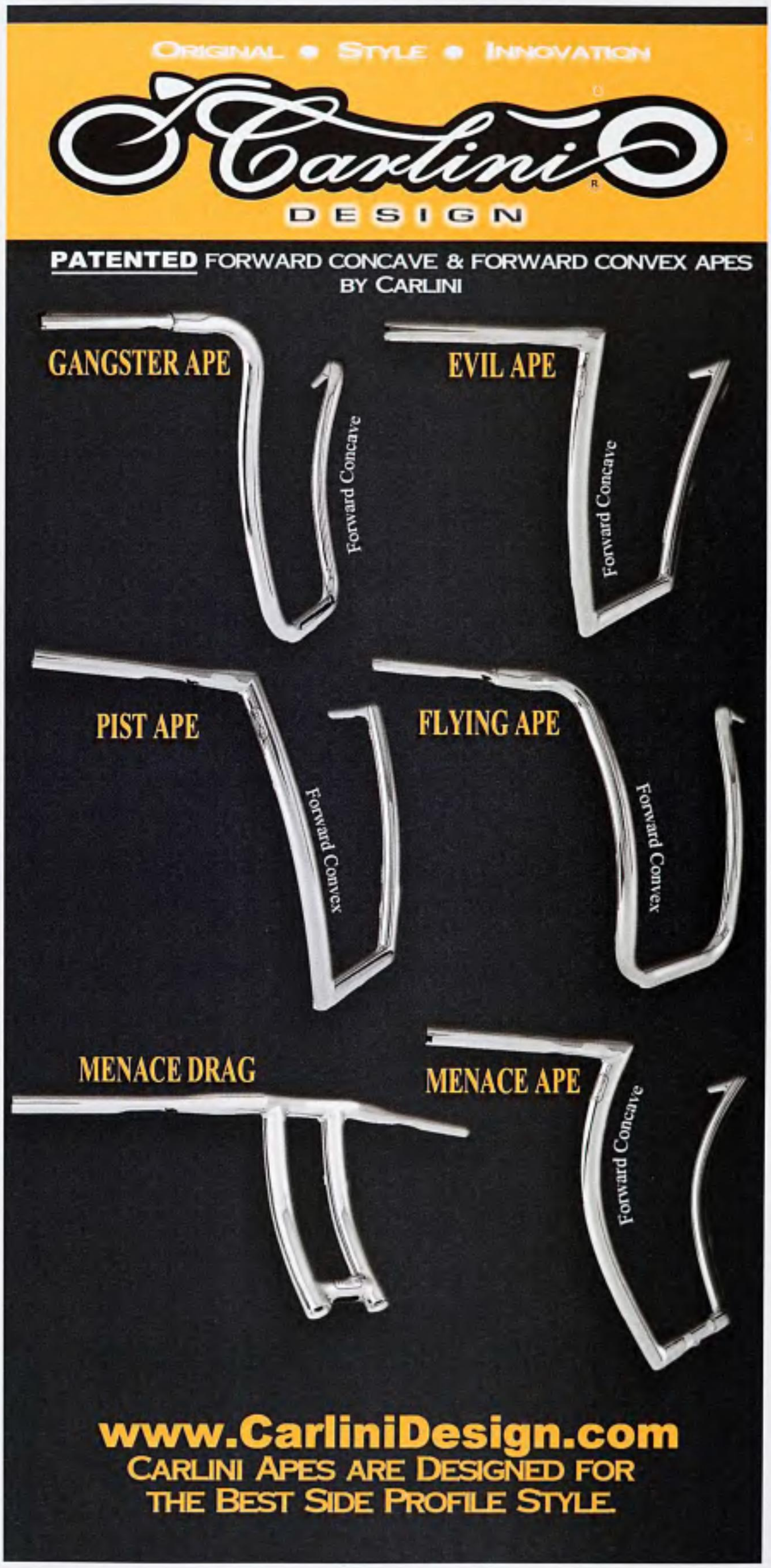
Hell offered a one-of-a-kind smoke show that lit up the night sky with dual 20-foot flames flanking the ramp. As the evening progressed into the wee hours, impromptu stages popped up around the campground, outfitted with stripper poles and better lighting than you'd find at most popular strip joints. Any willing gals that ever wanted to experience dancing on a stage in front of a whole lot of drunk good-ol-boys were welcome to jump up and entertain the troops. Clothing was optional, with no clothing preferred. I can't swear to it, but I'm pretty sure a few of these gals had done this before. At midnight, the motorcycle breeze ride rolled through the campground and was—you guessed it—clothing-optional.

BIKER
PARTY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On Monday, it was time to steer toward home with some leftover moonshine in the bags, great memories of some great new friends, and a newly re-energized idea of what a biker party should be. Boy howdy, these Southern folks know how to party!

—Don Rogers

Photos: Don Rogers

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Inside Harley's New Big Twin
This Is No Minor Upgrade

It's been seventeen years since H-D introduced their Twin Cam motor, which has served us well, so for 2017, they fitted the touring line-up with a completely new V-twin motor, which they are calling the Milwaukee-Eight. For the regular touring line-up, it displaces 107-cubic inches and in their CVO baggers, it has 114-inches of displacement. Along with the larger displacement, it has several new features: it has four valves per cylinder, it uses a single camshaft, it has two spark plugs per cylinder and it uses a counter balancer.

Along with those mechanical changes, the motor was designed to decrease the amount of excess heat that it generates. This was accomplished three ways: by increasing the area on the cylinder heads' cooling fins, by lowering the motor's idling speed and by adding a secondary cooling system on all of the motors' cylinder heads. The standard motors now feature oil-cooled exhaust ports while the motors in the heavier bikes, the trikes and the CVO models use a liquid cooling system that is similar to the one H-D has equipped these bikes with for the past several years.

Harley's engineers also improved the motor's low-end torque. They were able to do this because the four-valve layout allowed them to shorten the valve timing on the intake valves. In the four-valve layout, each valve has a smaller port, which increases the intake charge speed inside of the ports. This means that the motor doesn't need the intake valves to open before top dead center, which increases the motor's low speed efficiency.

All of these changes are big improvements over the Twin Cam V-twins. So head on out to your local dealer and take a test ride, we think you will be impressed

—Wendell Christopher

Harley Davidson
h-d.com

1 All new 107 cubic inch Milwaukee-Eight motor.

2 The new motor's right side profile retains most of the hallmarks of their previous V-twins. The cone style cam cover, pushrod tubes and valve covers that are similar to the previous motor.

5 The four valve setup uses lighter valves, so the valve springs don't need as much tension as those in a Twin-Cam motor, which cuts down camshaft tension and wear.

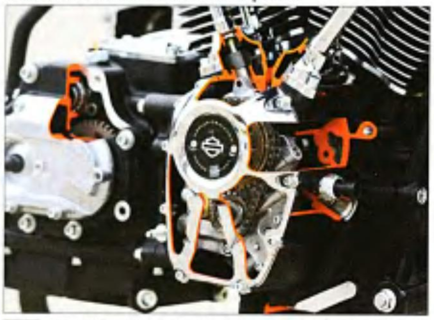
6 Cast steel rocker arms operate the valves; each rocker arm has two output fingers on the valve side of the arm. The output fingers contact the ends of the valve stems, so a single rocker arm operates two valves.

3 The cylinder heads are the big deal; each has four valves: two intakes, (upper) and two exhausts, (lower). The circular item in the center of the chamber is the compression release. The two spark plugs are at the opposite edges of the chamber.

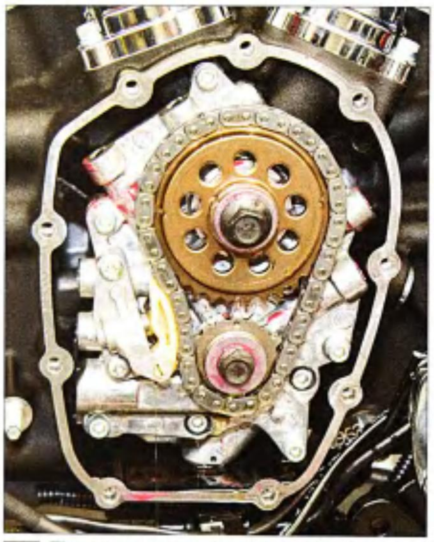
4 The upper side of the cylinder head holds the valve springs, a compression release, two spark plugs and rocker arm mounts.

7 The new motor's cylinder head cooling fins have increased in surface area, so the combustion chambers will have a lower operating temperature.

8 To further reduce the motor's operating temperature, the standard Milwaukee-Eight motor has oil-cooled exhaust ports.



9 For the Milwaukee-Eight motor, Harley has reverted back to a single camshaft. It is chain driven and operates hydraulic roller lifters.



10 The motor's single camshaft is chain-driven. Because the four valves run with less valve duration, its opening and closing ramps have a gentler slope, which cuts down on the motor's mechanical noise.

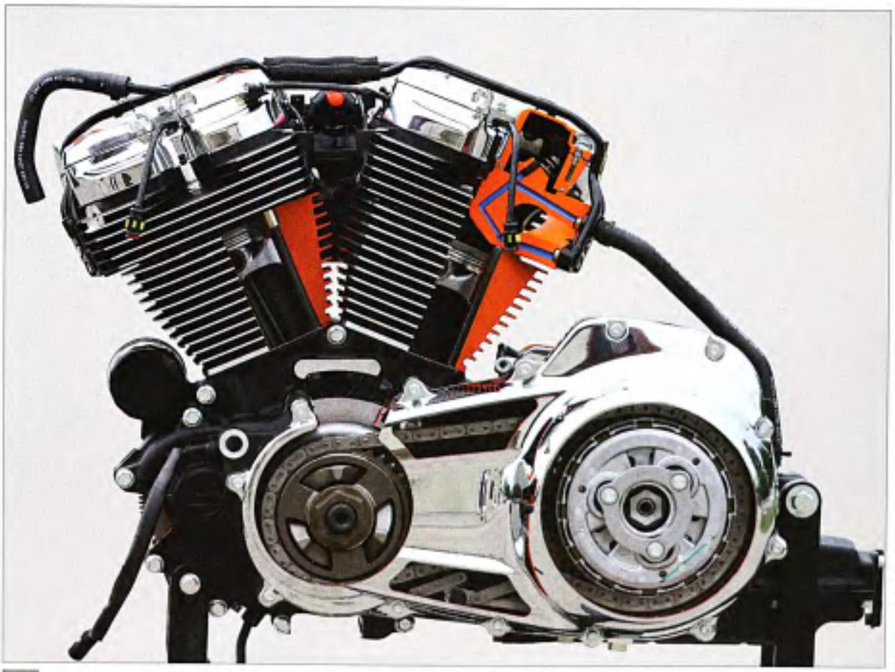
11 To cut down on cam wear, the new camshaft features cams that have a larger heel radius.

12 The dual rotor oil pump and cam plate were redesigned for better oil pressure control and reliability.

13 To help eliminate vibration, Harley has fitted the motor with a gear driven counter balancer. The counter balancer is located in the front left side of the motor; you can see it in the lower front cavity of this cut-away image of the motor.

14 The Milwaukee-Eight's flywheel assembly still uses knife & fork rods running on roller bearings. The outboard gear drives the counter balancer.

15 Harley engineers redesigned the motor's electrical system; it puts out higher amperage at idle which allows the motor to idle at a lower RPM.



Photos: John Sullivan

16 To improve the rider's comfort, the powertrain's overall width has been reduced.

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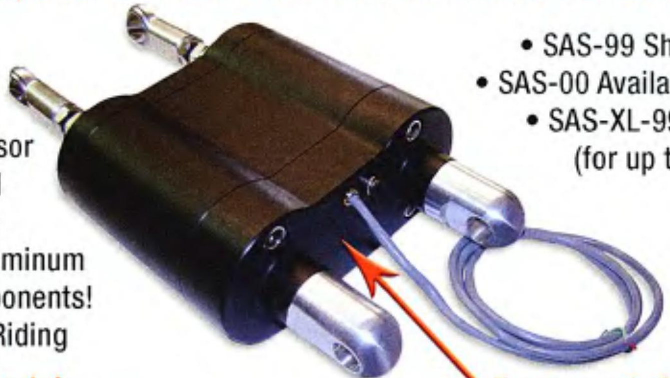

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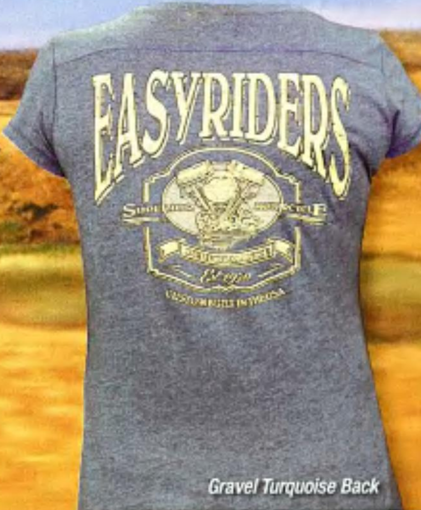
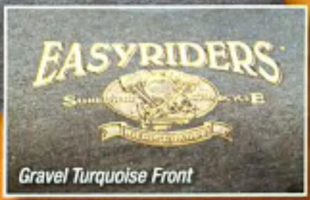


Gravel Turquoise Back



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KICK-STARTING THE EASYRIDERS BIKE SHOW TOUR!

SACRAMENTO BIKE SHOW

The first rockin' stop on the Easyriders Bike Show Tour for 2017 was Sacramento, California. The Sacramento Convention Center was packed to the seams with custom bikes as the state's capital was turned into a biker city on Saturday, January 14.

Award categories included Antique Class and Old-School Choppers and Bobbers, Modified Stock, Radical Custom, Radical Bagger, and many more, with over 40 trophies distributed among the various winners. As always, our judges were the editors of *Easyriders*, *V-Twin*, and *ROAD IRON* magazines as well as Paul Yaffe from Bagger Nation and, new for this tour, Jason Wilson of the Discovery Channel's TV series *Sacred Steel*.

Bikers drooled over hundreds of incredible custom motorcycles, enjoyed frosty suds and awesome grub, hit up the vendors for two-wheel goodies, and enjoyed the bump and grind antics of the Purrfect Angelz dancers. When it came to live music,

This perfect panhead chopper by Masao Inove from Osaka, Japan, took Best of Show.

NTC Drift Trikes were a big hit with the crowd!

Jason Wilson of *Sacred Steel* with chopper legend Mondo of Denvers Choppers.

none other than American's Best Biker Band, The Fryed Brothers Band, tore the place apart with their soulful recipe of countrfied rock 'n' roll. The boys played all their hits and kept every booted toe-a-tappin'! As long-bearded band leader Harry Fryed always says, "The party ain't over 'til the Fryeds go home!"

When award time rolled around, announcer Lisa Ligon gave away prizes from our sponsors before we handed out top honors to some of America's best custom builders. The top awarded builders were also invited to our Invitational Bike Show in Columbus, Ohio. Among those custom kings were the following: The Bagger Nation Award was picked by custom bagger maestro Paul Yaffe himself and went to Shane Castaneda from Bakersfield, California, for his 2002 A.F. Kustoms Road King.

Jason Wilson of the Discovery Channel's *Sacred Steel* TV series created the "Douche" Award and proudly handed it out to John Scanlon from Sacramento for his bright orange and highly unusual 1962 Triumph TR6 chopper. The Editor's Choice Award went to the winner of last year's Easyriders Bike of the Year, Andrew Ursich of Portside Garage in Long Beach, California, for his totally unique pink 1949 Panther M-100 chopper.

The highly respected John Green Award went to an old-school rigid that the late bike show head honcho Mr. Green would have loved—a dazzling white 1947 knucklehead chopper built by Casey Smith of Hooker Creek in Rio Linda, California. Saving the highest honor for last, the Best of Show Award was given to masterful bike builder Masao Inove who brought his absolutely stunning 1953 panhead chopper all the way from Osaka, Japan.

The next stop in the Easyriders Bike Show Tour is Charlotte, North Carolina. For more information visit easyridersevents.com. *—Dave Nichols*

Photos: Kai R.

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SHUCKS!

Terry sashayed through the tall grass and down the hill that leads to her grandad's farm stand. Her daisy dukes rode high on her hips, accentuating her long, shapely legs. It was a scorcher of a day, and Terry's body glistened with sweat, a tiny drop hung from the tip of her upturned nose. She wiped it away with the back of her hand. She wore an old, worn, red and black checkered shirt which she had tied up beneath her boobs, exposing her bare midriff which also shined with sweat. Baby fine blond hair covered her arms and glowed golden beneath the sun's rays. A long shank of blond ponytail draped over one shoulder and an old pair of black flip-flops completed her look.

She reached the farm stand where bushel baskets of corn were lined up for sale to folks driving up from the city to enjoy two days of rural life before heading back to their individual grinds. Terry reached for one of the smaller baskets of corn, climbed up on to the post and rail fence that surrounds the farm and with the basket held firmly between her legs, she began shucking corn. Her grandpa is no fool. He knows that Terry shucking corn by the roadside brings in the customers. Many a man has loaded his trunk with three bushels of corn that he most likely will never use just for a chance to have a brief conversation with Terry.

Jessie raised his right arm high over his head and then dropped it suddenly. The incredibly long line of idling Harley-Davidsons began to move out in a neat row at that signal, following Jessie's lead. Jessie tolerated no sloppy riding, he led the machines in an absolute formation. Each pair, handlebar-to-handlebar snaked along behind their leader. Dressers, bobbers, choppers all held to their line and position but without any undue effort as this particular group of riders were as experienced as any.

The snake of steel and rubber, oil and thunder, made its way passed the first few intersections, completely dominating the road. Over one hundred of them, many with shapely passengers aboard, had begun their trek to the club campgrounds for their annual "Meeting of the Minds" run. The ride would be two and one half hours of precision riding, the last half hour would occur on a narrow two lane stretch of blacktop that snaked past farms and through sleepy hamlets. Sleepy, that is, until the roaring thunder of the machines shook the townsfolk awake.

Terry had been a "good girl" for most of her life. She did well in school, made her grandparents proud, and was a hard worker on the farm. She had been doing the work of a full time farm hand since she was fourteen years old. She easily kept up with any of the farm hands and could repair a tractor, mend a fence, or birth a calf with the best of them. With the responsibility of keeping good grades, and despite doing the hard work expected of her, she somehow managed to grow into a raving beauty. The cliché farm girl for sure. But at eighteen years old and newly graduated from high school, a sense of adventure had overtaken her. She began to get into a bit of trouble here and there, and by nineteen she had decided on the course to take in her life.

Terry was well aware of the date. Every summer since she had turned fourteen she had shucked corn for the tourists and for the profit. And every year on precisely the third weekend of June she had listened for the thunder. The raucous, rebellious, thunder that signaled the approach of the enormous chrome snake that sped right past her Grandpa's farm. But this summer, at the ripe old age of nineteen, yes, this summer would be different. Terry had watched each year as the long, loud, ominous procession that was the pack rolled past her. This year she would summon the courage to wave. She had her eye on one man in the pack. She had been watching him roll by for years and she wanted to experience the thrill of riding behind him on the long chopper he always rode.

Jessie glanced at his watch, it told him they were just 40 minutes out from their campground. The club owned the land out there in the middle of nowhere, so there were never any problems with prudish campground owners or the local constabulary giving them a hard time about noise ordinances, public nudity, or beer drinking after hours. The "ol' ladies" had been up the week before to make sure power was turned on, portable johns were in place, and the high grass was cut low by a local farmer. Jessie loved the place and he looked forward to a weekend of wild times and debauchery. He knew that within minutes he'd be passing the farm stand that marked the last leg of their journey. He wondered if the beautiful blonde he had noticed for the first time last season would be seated on the fence, lazily shucking corn.

Terry felt a thrill run through her as she heard the thunder way off in the distance. This was it, her chance to experience what she had been dreaming about for the last few years. She pulled the knot tighter on the shirt she wore, to emphasize her ample cleavage, she slid down off the fence and balanced the basket of corn she had been shucking on her hip, and she waited. The thunder became louder, and soon she could feel a violent vibration in the ground. It thrilled her still more. Suddenly, around the sharp curve that led up past the farm, he came, leading the pack of wild men and women, who to Terry, embodied the true spirit of freedom. His long hair blew wildly in the wind. Right then and there, Terry was smitten by the man. This wild man, who looked as if he could ride through hell itself and remain unscathed and ever-determined. He glanced in her direction, their eyes locked, and that's when they both became aware of a deep and undeniable, cosmic connection.

Jessie was amazed by what he saw as he led the pack around the curve past the farm stand. He had been riding past the stand for over a decade and a half, but this day was different. After years of packing a dozen or so different biker chicks on his p-pad, watching them come and go, he felt a stirring that on this occasion wasn't just confined to his jeans. He could see spirit and fire in the eyes of the beautiful chick with the bushel basket on her hip, her blond hair shining in the sun. It was as if the cosmos itself had said, "She's the one". Jessie laughed to himself "Don't be an ass, ya cornball. Ya seen one, ya seen 'em all." He pushed the throttle to the stops and he and the pack just roared on towards the campground.

Terry was devastated. She felt as if the opportunity of a lifetime had just passed her by. She KNEW he had felt the same connection that she had. She could feel it, yet he roared on, as she stood there in pain, as she saw and felt pair after pair after pair of Harleys roar by. Many or the riders nodded to her, some of the passengers waved. It seemed to take forever for the great, roaring serpent to finally pass, making its way down the narrow highway. She dropped the basket where she stood and made her way to the stand. She began to count the money in the sales box and to separate the bills into stacks of fives and tens. She grabbed the rake that always leaned against the fence and raked the corn shucks into a neat pile.

Terry placed the rake back against the fence and then paused. Way off in the distance, the sound of a lone Harley could be heard winding its way in her direction. RPMs climbed and dropped as the bike and its rider negotiated the hills and tight turns of the old farm road. Terry turned towards the direction of the sound and was more than elated when Jessie pulled into view. He came to a stop right at the fence line.

"Hop on, honey," drawled Jessie as he handed her a beanie helmet to strap on.

Terry struggled with the d-ringed helmet and Jessie reached over to help her. "My name is Terry, nice ta meetcha."

"I'm Jessie. Ya ever been on a Hawg before?" he asked the blushing blond.

"No. My very first time."

"Well, hang on and don't counter lean. Just stay relaxed. After a few miles you'll wonder how you ever lived without it." Terry hung on for the ride as Jessie hung an expert U-turn on the narrow road and accelerated back in the direction he had come from.

She was amazed by the experience. It far exceeded anything she had expected. She felt all kinds of mechanical goings on beneath her, the sound, the screaming wind, the pain of a giant June bug hitting her shin. There was the scent of corn, gasoline, and Jessie's aftershave all combined to bring her to places she never thought she would experience in her lifetime. She knew in those moments that this was the life she was born for. Born to be an ol' lady and keep Jessie's p-pad warm for as long as life would let her.

—Z. Jakl

"I made sure that every single bolt was stainless, and I polished every single bolt."

The Hoopty

BARNEY REVUELTA'S SLEEK SHOVEL

Barney Revuelta says that he has loved motorcycles ever since he was a little boy. "I remember as a little kid, 6-7 years old, I would see a motorcycle and I would go crazy! However, my parents weren't motorcycle enthusiasts at all."

"I didn't have a motorcycle until I was 18. I ended up getting a dirt bike and hid it from my parents. I had that dirt bike for about a year, and shortly after that, when I was about 20, I got my first Harley. It was a Softail. I ended up fixing it up, and over time I started to really like the old stuff and got into shovelheads."

This fine ride started off as 1976 FXE that Barney picked up with a plan already in place. He had always wanted an old-school shovel and purchased the bike basically all together in the original rolling chassis.

Shortly after he bought the bike, the original seller came back, as his financial situation had changed, and wanted to buy it back. By that time Barney had already bought a rigid frame from Midwest, had cleaned up the motor and trans, and was ready to start putting it together. He told the guy that he would sell him back the roller, but he was keeping the motor and tranny. "So it went from there," Barney tells us.

For a while after the bike was first assembled in bare metal, a buddy of Barney's was always kidding him, because it was all steel and rough. "What ever happened to Hoopty? Did you finish it or what?" The name stuck, and everybody ended up calling the bike Hoopty.

Barney originally put the bike together in 2007, painting it silver, with an orange lace paint job on the tank. The rear fender was stainless. Through mutual friends at Mo'$ Image Customs, known for building top notch customs, he was always hearing, "We need to get this bike painted!" So one day he took the bait, tore it all apart, and Mo painted it the green and pearl white you see here.

An aircraft mechanic, working overseas, Barney's work schedule is two weeks on, two weeks off. When he returned from a work trip, Mo had finished the paint work.

Barney then proceeded to meticulously reassemble his ride with the help of his friends at Old School Customs in Miami. He put those skills and his aircraft mechanic ethos to work, saying, "I took my time when I put it back together. I made sure that every single bolt was stainless, and I polished every single bolt. I assembled it, you know, with love."

—Kit Maira

Owner: Barney Revuelta
City: Miami, Florida

GENERAL
Designer: Barney Revuelta
Year/make: 1976 Harley-Davidson
Model: FXE
Assembly: owner
Time: 9 years

ENGINE
Year/make: 1976 Harley-Davidson
Model: shovelhead
Displacement: 74 inches
Cam: stock
Ignition: Morris Magneto
Pistons: stock
Heads: stock
Lifters: hydraulic
Carb(s): S&S
Air cleaner: West Coast Customs
Pipes: Old School Customs/ Pablo Rodriquez

TRANSMISSION
Year/make: 1976 Harley-Davidson
Shifting: jockey

PAINT
Painter: Mo Diaz-Mo'$ Image Customs
Type/color: House of Kolor/Green and Pearl White

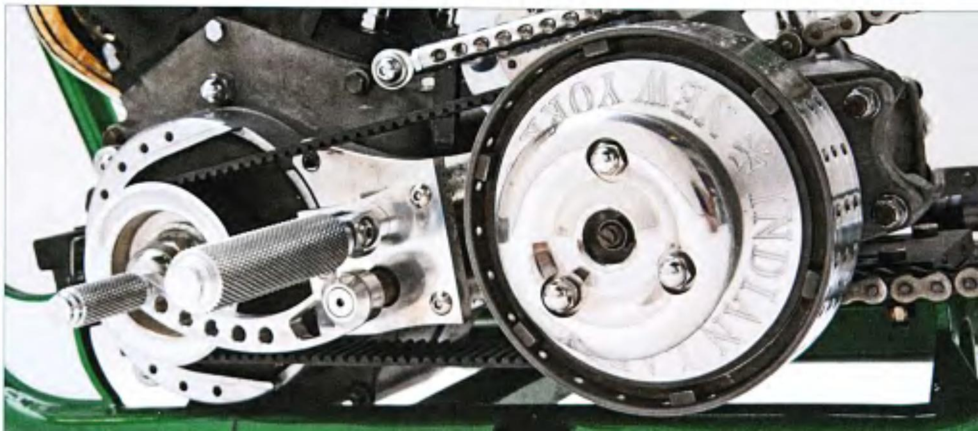
FRAME
Builder: Midwest
Rake: stock
Shocks: none

ACCESSORIES
Bars: modified Harley
Handlebar controls: none
Fender: stainless Triumph
Headlight: stainless steel 18-wheeler Perlo 200
Taillight: Fab Kevin
Electrics: magneto/owner
Gas tank: Sporty
Oil tank: Mooneyes
Oil system: stock
Seat: Big Daddy Leather
Pegs: mid-controls
Mirrors: custom
Grips: Pingle

FORKS
Type: telescopic
Extension: none
Builder: Harley-Davidson

WHEELS
Size: 21-inch front, 18-inch rear
Wheels: wire
Tires: Avon
Brakes: Performance Machine

Photos: Don Rogers



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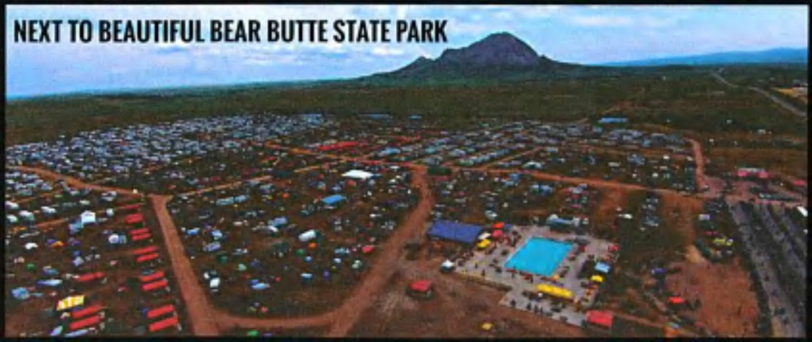

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Silver Eagle Harley-Davidson
Waterloo, IA, 319-235-6505
Wiebler Harley-Davidson
Davenport, IA, 563-355-6437

ILLINOIS
Black Magic
Sandwich, IL, 815-786-1977
Blue Collar Bike
Spring Valley, IL, 815-663-2453
Hall's Harley-Davidson Inc
Springfield, IL, 217-528-8356
Klinks MC Specialties
Westville, IL, 217-267-7850
Nees Harley-Davidson
Galesburg, IL, 309-342-3910

INDIANA
Benson Motorcycles, Inc.
Muncie, IN, 765-288-1817
Harley-Davidson Kokomo
Kokomo, IN,
Harley Davidson of Plainfield
Plainfield, IN,
Ken's Cycle
Bremen, IN, 574-633-4427

KANSAS
Truett & Osborn Cycle
Wichita, KS, 316-682-4781

KENTUCKY
Dave's Custom Cycle
Henderson, KY, 270-826-3191

MASSACHUSETTS
Custom City Cycles
Adams, MA, 413-743-4631
Milwaukee Iron
Jamaica Plain, MA, 617-524-5452
Motorcycle Medic
Pittsfield, MA, 413-442-1616

MARYLAND
Victory of Southern Maryland
White Plains, MD, 301-932-2383

MICHIGAN
Bounty Hunter Customs
Lapeer MI, 810-245-6660
*** The Old Mans Hog Shop**
Lincoln Park, MI, 313-995-1562
Top End
Burton, MI, 810-743-0100

MINNESOTA
Bob's Cycle Supply
St. Paul, MN, 651-482-8181
Mankato Harley-Davidson
Mankato, MN, 507-345-6077
Outlaw Customs
Pipestone, MN, 507-825-2985

MISSOURI
Archway International MC
Pacific, MO, 314-385-3334
West 60 Cycle
Neosho, MO, 417-451-0871

MISSISSIPPI
Gemini Cycle Supply
Horn Lake, MS, 662-280-0125

MONTANA
Gold Rush Pawn
Kalispell, MT, 406-257-7296

NEW JERSEY
Harley-Davidson of Camden
West Colls. Hts., NJ, 856-456-4141

NEW MEXICO
Thunderbird Harley-Davidson
Albuquerque, NM, 505-856-1600

NEW YORK
Classic Motorcycle
Albion, , NY, 585-589-0763
Harley-Davidson Of Suffolk County
Oakdale, , NY, 631-244-9000
Rolling Thunder Cycles
Hempstead, NY, 516-489-0770
Southern Tier Harley-Davidson Inc
Binghamton, NY, 607-773-0264
Tom McDermott Motorcycle Sales
Fort Ann, NY, 518-746-9303

OHIO
Bank News
Cleveland, OH, 216-281-8777
Buckminn's D&D Harley-Davidson
Xenia, OH, 937-429-4011
Cycle Tech
Bucyrus, OH, 419-562-6931

OKLAHOMA
BS Unlimited
Oklahoma City, OK, 405-632-7956

PENNSYLVANIA
Classic Harley-Davidson of Reading
Leesport, PA, 610-916-7777
Cycle Stop Inc
Norristown PA 610-277-6220
Motorcycle Outpost
Cochranville, PA, 610-593-5939
Scott Ulrich's Motorcycle Acc
Shomakersville, PA, 484-665-0161
Sic Cycle
Townville, PA, 814-967-4647

SOUTH CAROLINA
American Biker
Ladson, SC, 843-573-0600
Camtech Custom
Summerville, SC, 843-552-0336

TENNESSEE
Biker Rags
Knoxville, TN, 865-693-5808
Harley-Davidson Of Murfreesboro
Murfreesboro, TN, 615-849-8025
Super Cycle Inc.
Memphis, TN, 901-725-5991
WJ's Motorcycle Parts,
Johnson City, TN, 423-282-2515

TEXAS
Bill Allen Motorcycle Company
Bryan, TX, 979-822-4294
Strokers Dallas
Dallas, TX, 214-357-0707
Victoria Iron Works
Victoria, TX, 361-580-1025

WASHINGTON
Customs By Jim
Spokane, WA, 509-532-0075
North Cascades Harley-Davidson
Burlington WA 360-757-1515
Northwest Harley-Davidson
Lacey, WA, 360-705-8515
Tacoma V-Twin
Tacoma, WA, 253-472-2209

WISCONSIN
Doc's Harley-Davidson of Shawano
Bonduel, WI, 715-758-9080
West Bend Harley-Davidson
West Bend, WI, 262-338-8761

WYOMING
Flaming Gorge Harley-Davidson
Green River, WY, 307-875-5896

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This Month's Winner

In this month's issue, meet and greet rockin' Rachelle, a healthy-lunged tattooed terror if we ever saw one, from the ever-enchanting continent of Arizona. Turn to her feature and watch her tenderly breastfeed Dave Russell's Sideshow Cycles Softail. *—Captain Moosecock*

#0401 Kady–California

"My first ride on a Harley was awesome. Afterwards I was hooked!"

#0402 Melissa–Michigan

"My first ride was with my daddy when I was little. I was having so much fun that I cried when he lifted me off the seat at the end!"

#0403 Susie–Pennsylvania

"My first ride on a Harley was amazing. It's a whole other freedom experience with the wind in my hair and on my skin!"

WIN $500!

Hey ladies, now you can win $500 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

Easyriders magazine is looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $200 for sending in the photo and the winner gets $500 for modeling at our studio or choice of location.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to:
Easyriders Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.

Here's next month's Fox Hunt winner as selected by you furious fartknockers. Meet and greet sweet and creamy Carly from the kangaroo state of California. Carly digs surfing, slurping, slapping, and creating beautiful sand-sculptures of her uterus for befuddled beachgoers. Come back next month or we'll mail you a big bag of dirt with no explanation.

526

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

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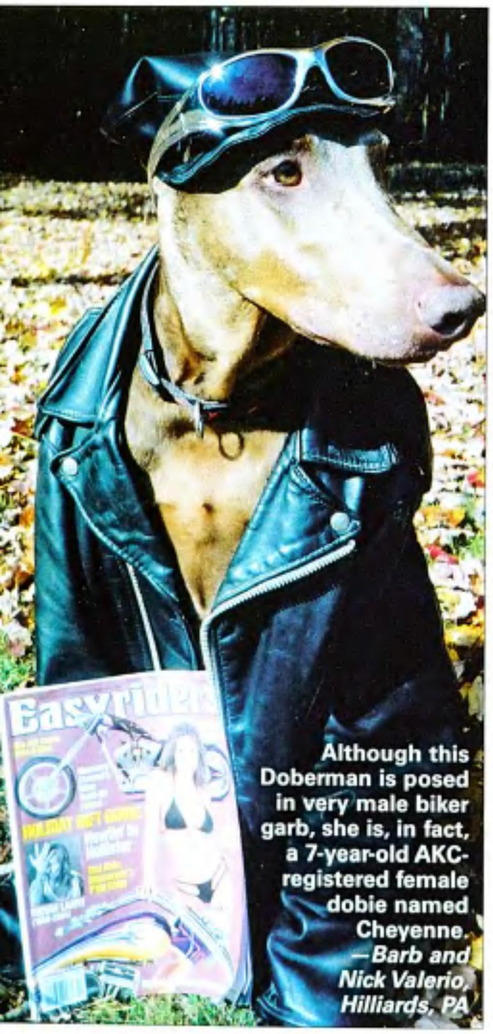
Puttin' Pets

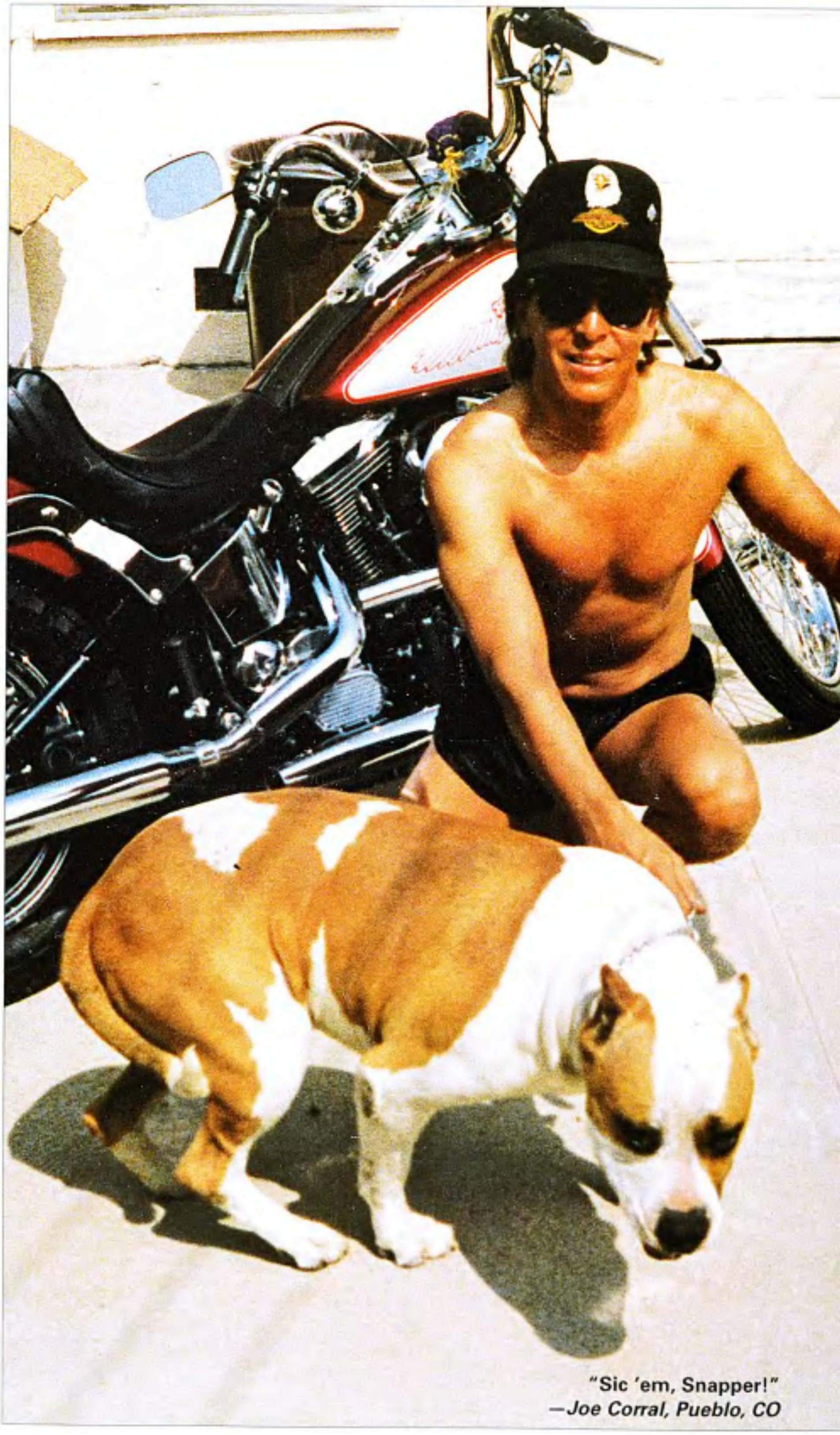
A Biker's Best Friend

Hey, do you have a pooch that loves to putt? Maybe a dog that loves your Hog? A parrot that says, "Potato, potato, potato…"? How about a cat that cuddles up to your Kawasaki? (Maybe forget that last one). Well, we have a contest for you. Just email us a photo or video of your cute critter and, if our editors pick your pet, we will show it off right here in *Easyriders* (both print and digital).

Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



Although this Doberman is posed in very male biker garb, she is, in fact, a 7-year-old AKC-registered female dobie named Cheyenne.
—Barb and Nick Valerio, Hilliards, PA



"Sic 'em, Snapper!"
—Joe Corral, Pueblo, CO

Bandit at Jesse's 2004 West Coast Choppers, No-Love Party.
— Dan Brouillard, Long Beach, CA

Leon on his pan in Fort Lauderdale. —Kurt Messner, Wisconsin Badger winters in sunny south Fla.

Route 13 Victory rider feels a tingly breeze in his nutsack. —Lou Camerota, New Castle, Del.

Sucker. —Rick Kline, Wescosville, Penn

Doing the Hollister hustle. —Terry Bert, Frazier Park, Calif.

A sweet shovel slow-rides to glory at the Denton Antique Rally. —Paul Shermer, Greensboro, N.C.

Sharing good memories at Doug King's memorial at Biktoberfest 2013. —Rogue, Melbourne, Fla.

"Ride hard, hard, down life's rocky road." Dewey Cox —The Boy Scout, Columbus, Ohio

Titties and beer. —Les Holt, LaPorte, Texas

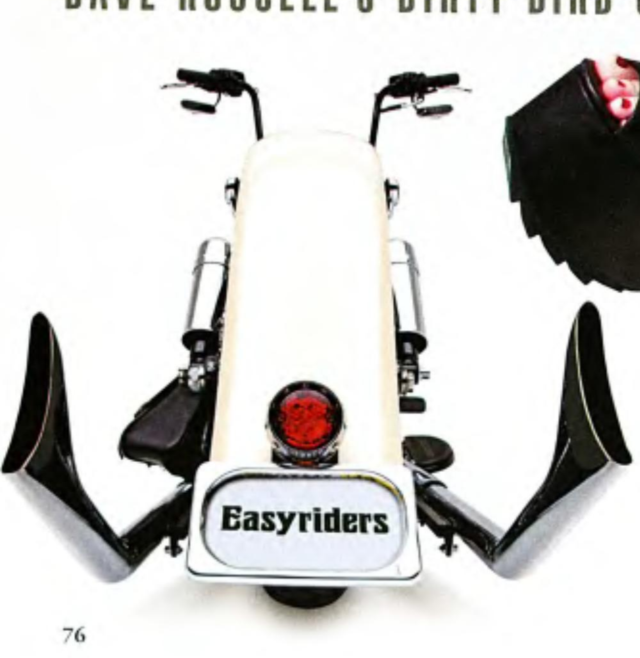
Pigtails of destiny. —Fred Stoll Union City, Tenn.

We prefer digital photography but can also use in focus black-and-white and color prints. We're looking for photos that exemplify the biker lifestyle we love. If we use your photo you will receive a digital copy of our *Easyriders* or *V-Twin* DMAG (digital magazine). We accept digital photos at: *photos@easyriders.net*. Please include your mailing address, email address and phone number with all digital submissions. For snail mail, please label all photos you send with your name and address. Photos will not be returned. Mail your Wind shots to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Dirty Bird Concepts created a look that gives a definite retro nod to the timeless cholo styles from the West Coast.

East L.A. Style

DAVE RUSSELL'S DIRTY BIRD SOFTAIL



Known for taking risks, John Shope put together an amazing custom bike that looks like it just roared right out of East L.A. His company, Dirty Bird Concepts, created a look that gives a definite retro nod to the timeless cholo styles from the West Coast. One of John's good friends is a guy called Sideshow, who did a ton of fabrication on this black and cream dream. They were looking at the frame and agreed that most Softails ride like a kiddie wagon. Sideshow and John decided to put some old-style shocks and an FL swingarm together to develop the new Dirty Bird Concepts Chupacabra Softail air ride kit.

Nick Trask put this engine together so you know it makes massive power.

They took FL style shocks apart and engineered an air ride cartridge to fit inside. Couple a pair of these with Dirty Birds' exclusive swingarm and any Softail can get a panhead/ shovelhead era looking chassis with modern suspension engineering.

It takes more than one look to see how far John went to create this Dirty Bird, and it is more than the revolutionary suspension. Nick Trask put this engine together so you know it makes massive power, and the Thunder Cycle "pan-style" rocker covers have fooled a few grey beards at first glance. John used a swingarm front end from HHI to control the 26-inch front wheel. Bagger triple trees pull the fork tubes back behind the steering neck, and we especially like the shiny black headlight Nacelle now available from Dirty Bird Concepts.

The modestly upswept fishtail exhaust never drags the asphalt when taking a corner and makes an insane ball-busting sound. With this SoCal-inspired Softail, Dirty Bird is showcasing their all new parts line and John's customer Dave Russel just had to ride off on this Softail remake.

Dave likes to ride along the Blueridge Parkway from south to north and really gets a kick out of the twisty East Coast mountain roads flanked by green foliage, which are a welcome escape from the Nevada desert he is accustomed to.

Speaking of Dirty Birds, this month you selected down and dirty Rachelle as your Fox Hunt winner. Her awesome skin art ads a touch of rebellion to this righteous ride. —*Cheese*

Owner: Dave Russel
City: Las Vegas, Nevada

GENERAL
Fabrication: Sideshow for Dirty Bird Concepts
Year/make: 2012 Harley-Davidson
Model: Softail
Assembly: Sideshow for Dirty Bird Concepts
Time: 3 months

ENGINE
Year/make: 2012 Harley-Davidson
Type: Twin-cam B
Rebuilder: Nick Trask
Ignition: ThunderMax
Displacement: 107 cubic inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Nick Trask
Lifters: Harley-Davidson
Induction: Harley-Davidson
Air Cleaner: Dirty Bird Concepts
Pipes: Dirty Bird Concepts

TRANSMISSION
Year/make: 2012 Harley-Davidson 6-speed

PAINT
Paint: Steel Vision Garage
Type/color: PPG/cream and black

FRAME
Year/make: 2012 Harley-Davidson and Dirty Bird Concepts
Type: Softail with FL rear end
Rake: 42 degrees
Stretch: 2 inches
Shocks: Dirty Bird Concepts
Modifications: Dirty Bird Concepts

ACCESSORIES
Bars: 16-inch apehangers
Handlebar controls: Harley-Davidson
Fender: Dirty Bird Concepts
Headlight: Dirty Bird Concepts
Taillight: old- chool
Speedo: Harley-Davidson
Pegs: Harley-Davidson
Electrics: Harley-Davidson
Gas tank: Harley-Davidson
Oil tank/system: Harley-Davidson
Primary: Rivera Primo
Seat: Guy's Upholstery
Mirrors: Arlen Ness
Grips: old school

FRONT END
Type: conventional hydraulic
Extension: stock
Builder: HHI

WHEELS
Hub: Ride Wright
Tires: Avon
Brakes: HHI, front; Performance Machine, rear

Photos: John Covington
Model: Rachel Hoffman
Contact: Dirty Bird Concepts
dirtybirdconcepts.com

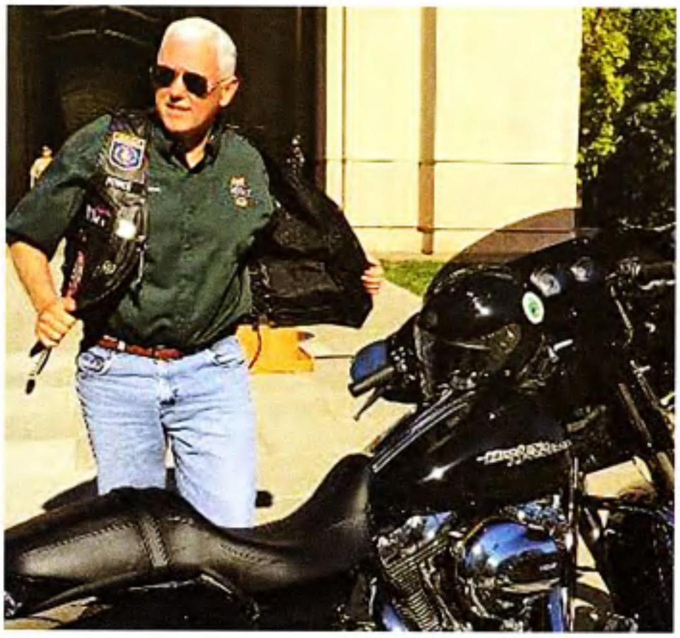
Harley-Davidson

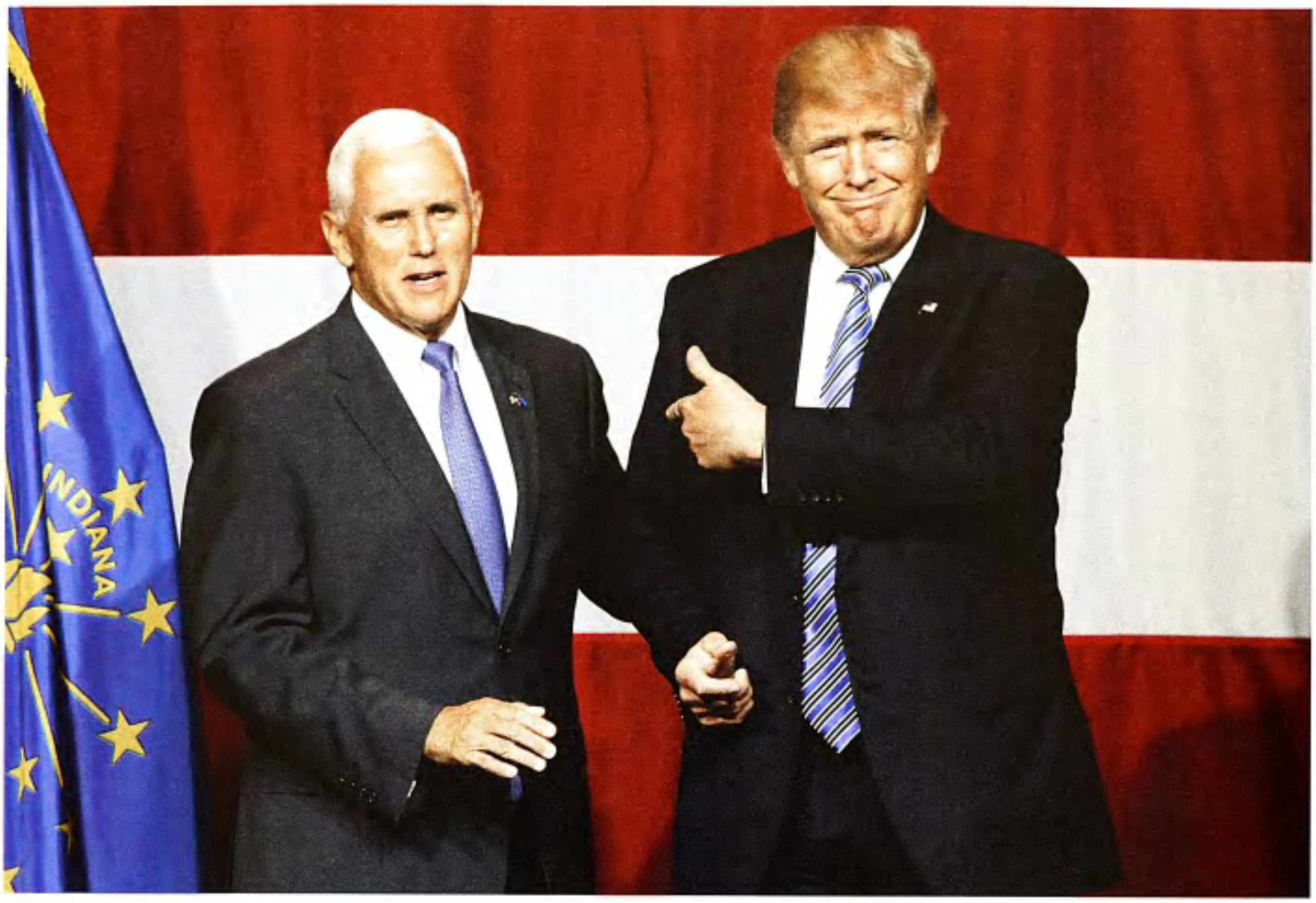
VP BIKER
MIKE PENCE RIDES A HARLEY!

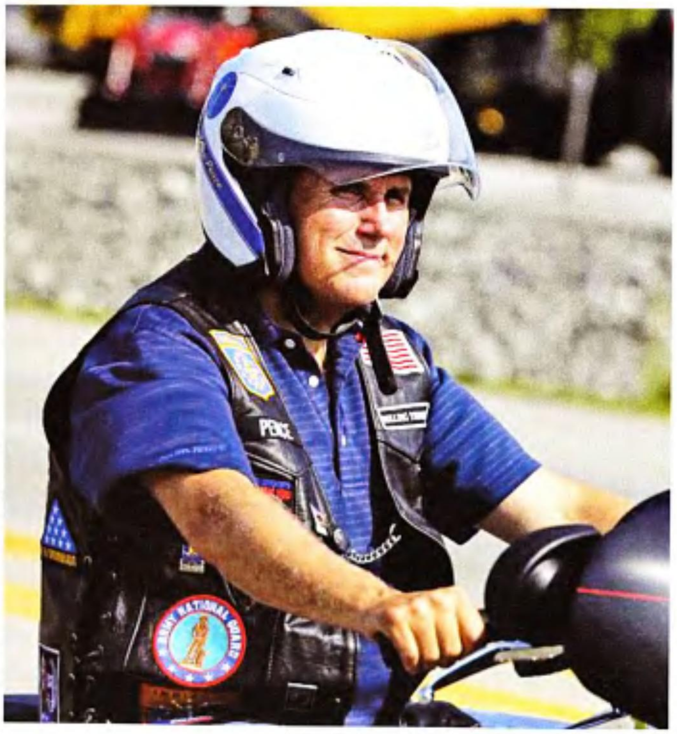
While occupying the Governor's office of Indiana, and now as the country's second in command, Vice President Mike Pence has demonstrated a preference for Milwaukee iron. He's began riding Harleys in his younger years, and in July 2016, borrowed a buddy's black Street Glide and lead the Ride with the Governor charity event, a 100-miler aiding the Indiana National Guard Relief Fund's efforts to help service members and their families as well as to spotlight motorcycle safety via the ride's organizer, ABATE (American Bikers Aimed Towards Education).

Says Chris Cox, founder of Bikers for Trump, "At the RNC in Cleveland, Mike Pence came up and poked me in the chest. I was wearing a T-shirt with a motorcycle image, and he said, "I got one of those at the house, young man."

While the event's route has varied since it was first launched in 2005, this go-around found VP Pence, along with 250 other riders, cruising downtown Indianapolis and then over to the town of Corydon, the state's first capital circa 1816 to 1825. When interviewed, he joked that riding motorcycles was "required in the Constitution."




INDIANA



Claudia Tenney

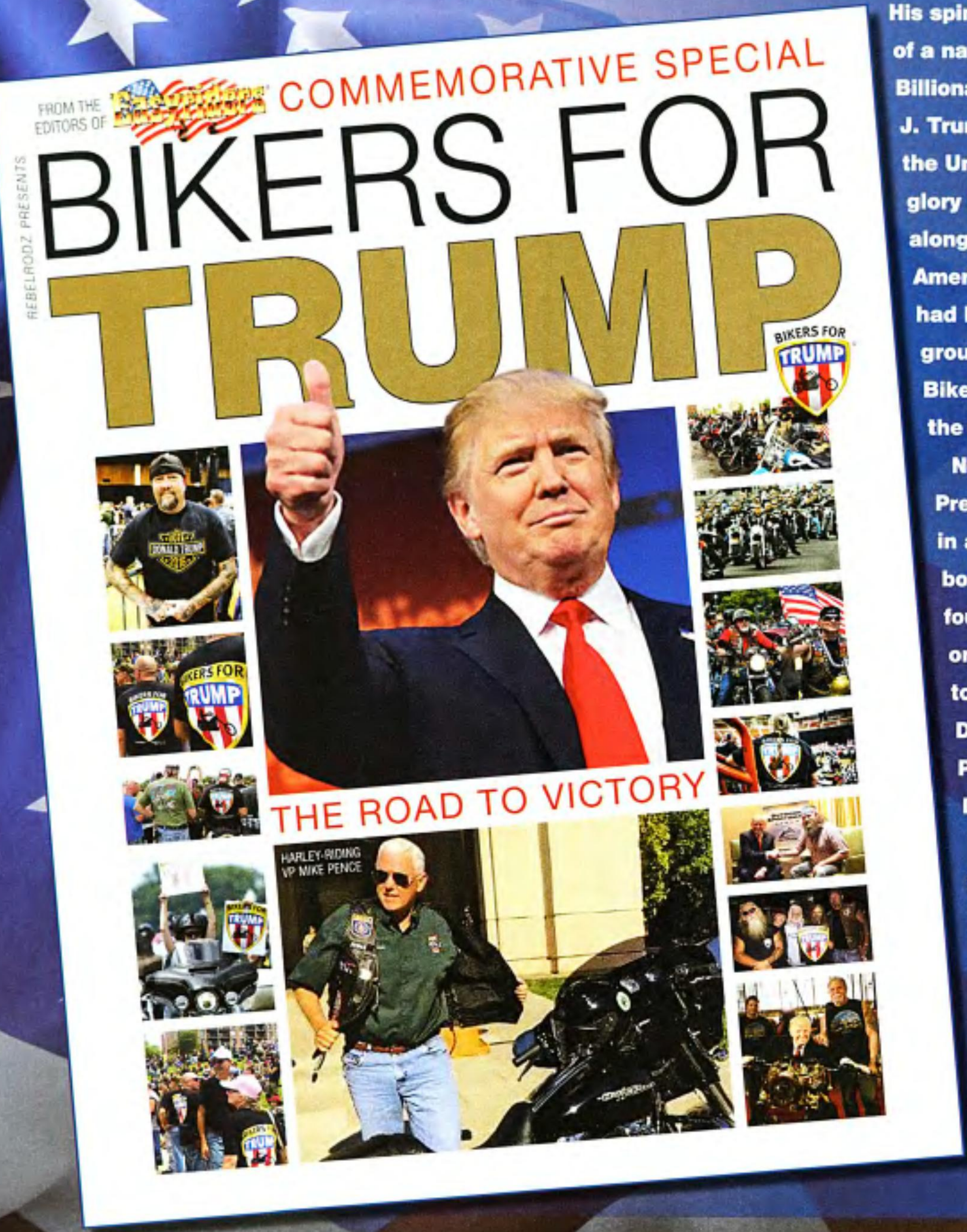
PENCE AND TENNEY—LIKE MINDED IN MORE WAYS THAN ONE

That idea may be shared by New York State's Congresswoman-elect Claudia Tenney as she and Pence recently met where they learned both shared a common bond with Harley-Davidson as well as have sons serving as Marines. As they talked, Tenney said, "I noticed a picture circulating on Facebook of you with a Harley." And Pence said, "Yes, do you like to ride?" And she said, "Yes, I have a Harley too." As it turned out, during her campaign she aired a video showing her riding her white and blue 2015 Softail DeLuxe. Her political stance also echoed Pence's and President Trump's campaign points. Says Tenney, "I ran on a very similar agenda that Trump ran on: Less taxes, limited government, reducing regulations, dealing with the national debt, trying to reduce, repair and replace and get rid of one way or another Obamacare."

Says Chris Cox, "I've also seen video of Claudia riding and hope to have her riding with us on the Inaugural parade."

—Paul Garson

Photos: Chris Cox; Don Hess; Jay Hirsch



His spirit and drive captured the heart of a nation and shocked the world. Billionaire businessman Donald J. Trump is the 45th President of the United States, but his road to glory had its share of potholes along the way. Luckily, red-blooded Americans from all walks of life had his back and such grassroots groups as Veterans for Trump and Bikers for Trump helped to pave the way for a stunning victory.

Now relive the story of President Trump's rise to power in a 116-page Commemorative bookazine. Meet Chris Cox, founder of Bikers for Trump who organized blue collar bikers to help get Trump elected. Discover Vice President Mike Pence's love for Harley-Davidson motorcycles.

Bikers For Trump: The Road to Victory is a Limited Edition, all-color Commemorative magazine that you will proudly own for a lifetime. Order yours now for just $19.99. But hurry, like Hillary Clinton, this Limited Edition will soon be history!

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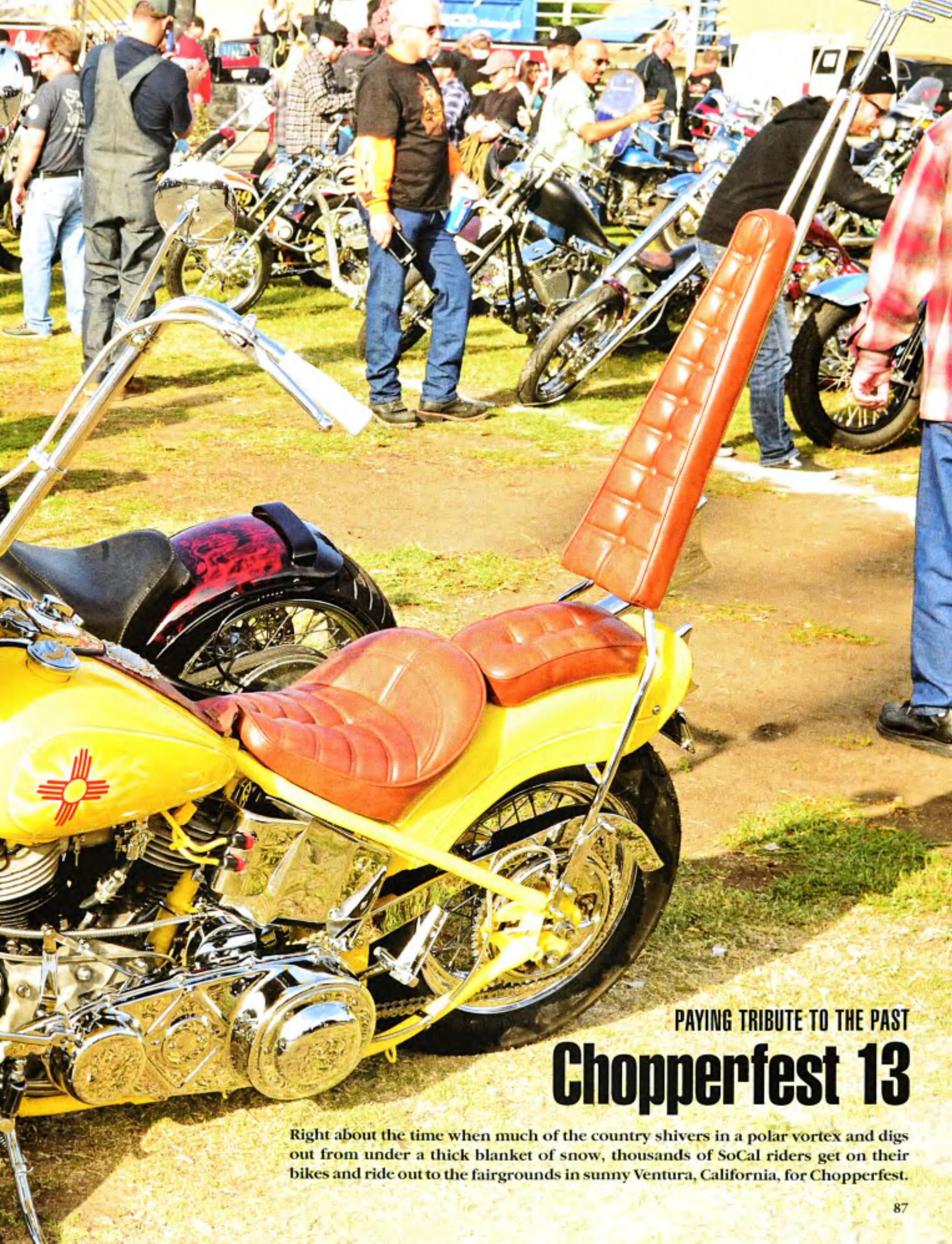

PAYING TRIBUTE TO THE PAST

Chopperfest 13

Right about the time when much of the country shivers in a polar vortex and digs out from under a thick blanket of snow, thousands of SoCal riders get on their bikes and ride out to the fairgrounds in sunny Ventura, California, for Chopperfest.

It was a bit chilly in the early morning, but by 10:00 a.m. the clouds had given way to another beautiful winter day with temps hovering in the lower 70s. Accordingly, the crowds poured in from all over the place to check out the bigger-than-usual selection of choppers, bobbers, vintage bikes, and even occasional baggers that crowded the grassy area right behind the entrance.

Some 150 bikes were competing for awards, or 25 more than last year, according to Tory DuVarney, Chopperfest Event Coordinator and son of one of the original co-founders of the event, Dave "Huggy Bear" Hansen. Called "If You Build It They Will Come," the contest is open to all makes and models, and just about all years. It couldn't have been easy for the judges to come up with the winners of each of the 20 categories, but ultimately they gave his year's Best of Show trophy plus a nice little cash award of $2,500 to Andrew Ursich of Long Beach for his incredibly detailed and labor-intensive 1949 "Pink" Panther M100. A complete list of all the winners can be found at www.chopperfest.com.

While the bikes were doubtlessly the stars of the event, Chopperfest also pays homage to artist David Mann, whose work reflects the biker lifestyle and chopper culture. Art clearly influenced by him could be spotted in

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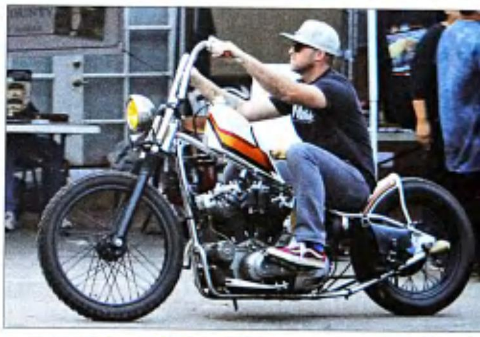
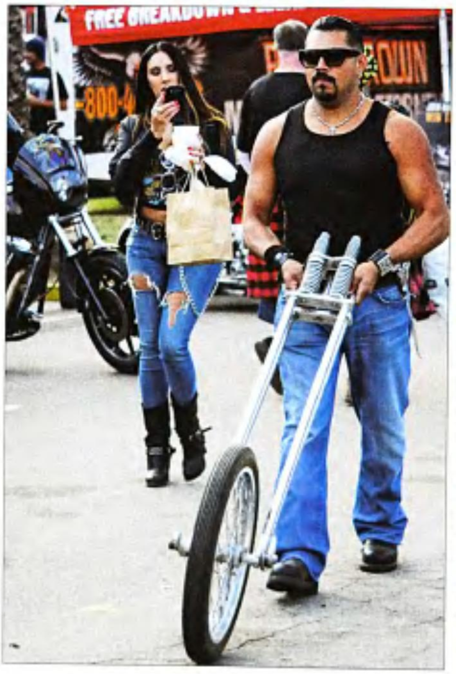
the McBride Hall behind the main stage, like a very cool oil tank painted by Dave Wells. Kent Reppert, Shawn Dickinson, and Jeff Crank were only a few of the 50 or so artists set up not only inside McBride Hall but pretty much all over the place, showing off everything from paintings to metal art and even pinstriped and painted helmets, or cool stuff on four wheels like Zorac Inc.'s pinstriped skateboards.

Chopperfest's goal, according to Tory, is "to bring like-minded motorcycle enthusiasts together to pay tribute to the past history, and ultimately inspire one another through the art of creation, and inspire future generations of artists and builders to push the limits of motorcycle art. In the future we will continue to try and provide a platform for artists to showcase their talents/works of art."

Speaking of art and artists: this year's award plaques given to the bike show winners at the end of the show were designed and put together by Sonny Boy Moureu. But until the awards ceremony happened, there was still plenty of other stuff to see and do keep the 5,000 or so attendees happy and entertained. More than 200 vendors were lined up along vendors row and offered just about anything the motorcycle lover could want, from old parts at several swap meets to new parts from vendors like Black Bike





2016 "IF YOU BUILD IT THEY WILL COME" ALL-BRAND ANTIQUE AND CUSTOM MOTORCYCLE SHOW RESULTS

CHOPPER
1st Dalton Walker 1951 Triumph
2nd Mike Nunez 1973 Shovelhead
3rd Shannon Aikau 1969 Shovelhead

BOBBER
1st Ben Pecqueuer 1958 Panhead
2nd Justin Klein 2001 Sportster
3rd Jerry Demille 1948 Panhead

ANTIQUE
1st Bret Hatt 1945 Knuckle UL
2nd Andrew Potash 1948 Indian Chief
3rd Bruce Fisher 1968 XLCH

MODERN CHOPPER
1st Grant Thompson 2016 Panhead 2 Carb
2nd Rob Camire 2017 Blown Pan
3rd Bill Holmquist 2013 Big Bear Chopper

SPECIAL CONSTRUCTION
1st Ron Garner 2017 Custom
2nd Martin Cottrell 1958 Panhead
3rd Richard Jones 2015 FXR

SPORTSTER
1st Andrew Ursich 1980 Sportster
2nd Justin Klein 2001 Sportster
3rd Ashley Mitchel 1956 K Model

BRITISH
1st Richard Jones 1966 TR6C
2nd Kristine Peach 1953 Triumph
3rd Anthony Robinson 1969 Triumph T-100

BAGGER
1st Paul Wheeler 1946 Knuckle
2nd Chris Cambell 1986 FXRT
3rd Bart Mason 2013 Custom Roadglide

RACER
1st Phil & Dan 1936 VLD
2nd Norm Newman 1940 Indian Scout
3rd Noise Cycles 2009 Dyna

METRIC
1st Austin Lee 1978 Yamaha XS650
2nd Jamie Cambell 2016 Honda XR650DT
3rd Jeff Wolf 1978 Yamaha

KOOLEST PAINT
1st Oliver Jones 1984 FX
2nd Anthony Robinson 1961 Triumph T-100
3rd Ashley Mitchell 1956 K Model

RADICAL DESIGN
1st Schruder 1999 FXST
2nd Anthony Robinson 1969 Triumph T-100
3rd Tree 1947 Knuckle

LADIES
1st Stephanie Cota 2005 Spec Const.
2nd Tracy Ainsworth 1956 Panhead
3rd Jen Campbell 1984 Honda CB125S

FXR
1st Kirk Taylor 1993 FXRP
2nd Kirk Taylor 1985 FXRT
3rd Todd Atkins 1992 FXR

BEST SHOVELHEAD
Dave Shaw 1971 FLH

BEST PANHEAD
Martin Cottrell 1958 Pan

BEST KNUCKLEHEAD
Landy Brakke 1941 Knuckle

DAVID MANN MEMORIAL AWARD
Phil Wanson 1943 Knucklehead

ROSS "KIWI" TOMAS AWARD
Mike Klingerman 1946 Indian Chief

BEST OF SHOW
Andrew Ursich, 1949 "Pink" Panther M100

Wheels and Jims Machines to clothing (like John's Hawaiian Shirts or Handsome Devil Clothing), riding accessories, and jewelry (like Junk Yard Jewelry).

And then there was the music, of course, and plenty of it, starting out with Hard Six, a local Ventura band with a strong penchant for rockabilly music. By about noon, the Shari Puorto Band from Hermosa Beach turned up the heat considerably, and few do Janis Joplin classics like "Piece of My Heart" with the flair and enthusiasm of Shari. Rounding up the musical offerings was the Lynyrd Skynyrd tribute band called One More From The Road, another group of hometown heroes.

Once Huggy Bear took to the stage to announce the winners and hand out the awards, he asked Tory to come up and join him, saying that he was symbolically handing over the torch, but in reality Tory has been involved in the event for years. "I think what he was trying to say is that even though he or his The Shop started these events at the fairgrounds 30 years ago with the San Buenaventura Antique and Classic Motorcycle Show, he is proud to work with me as his partner and son," Tory said.

Tory is already working on Chopperfest XIV, which is scheduled for December 10, 2017. For more info, go to chopperfest.com.—*Red Baron*

Photos: Kai R.

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BEST Easyriders® BIKER BABES

It's that time of year again. Time to clean out your drool bucket, shove your hand down your pants, and join me as we pay tribute to the wild women of the past year who have never failed to put the strut in our gut, the glide in our stride, and make our Fat Bob like the jack-hammer department at Wally World. Yes, my brothers, these brave Harley honeys and chopper chicks have given their all to make your lives a little easier, your world a little brighter, and your underpants in need of a wash. Seriously, bro.

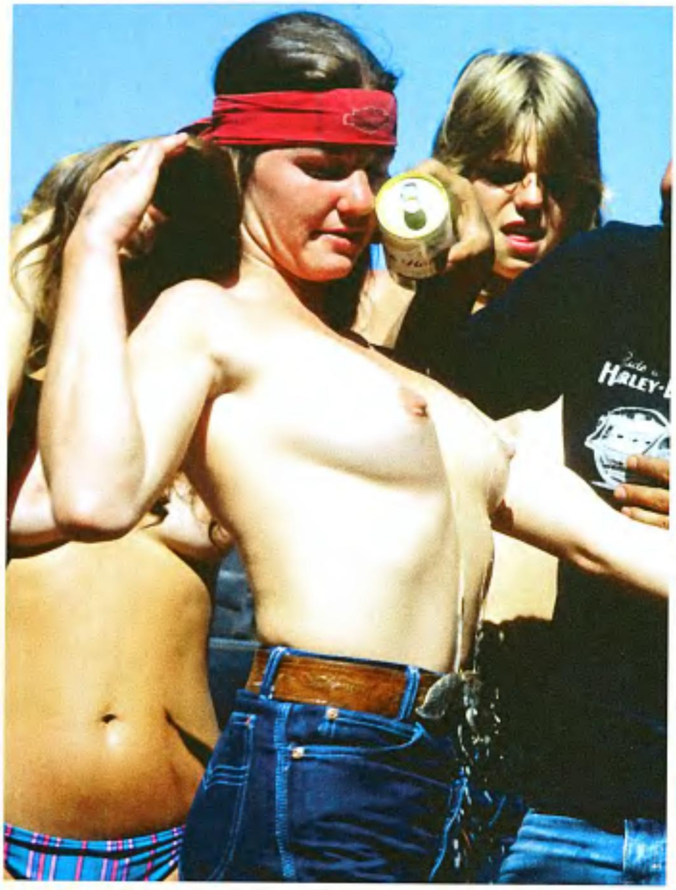
Yes, it's true that I am crying tears now, but there just ain't enough pepper spray in the world to derail my happiness as we share with you, our beloved and deranged readers, these inspiring and artistic images of women drunk enough to sign a model release or just dump 'em out in public. May God bless their poor judgement, their astonishing grooming abilities, and their unquenchable thirst for tequila. We here at *Easyriders* feel very lucky and proud to be just one of the poor choices these chicks will be talking about for years to come at grim AA meetings all across this great land of ours.

They say it's best to live in the moment and goddammit we agree. So in this moment we invite you now to dig the flowering of feline flesh, the gravitas of ginch gravy, and the flinging of fleshy female funbags that we like to call Best Biker Babes. Enjoy! Clean up towel, not included.

—Beatnik

Photos: ER Archives

HARLEY DAVIDSON



DEFIANCE
20

STURGIS
76TH

SCREAMIN' EAGLE STAGE III FOR MILWAUKEE-EIGHT

It hasn't taken Harley-Davidson long to come out with improvement kits for its almost brand-new Milwaukee-Eight engine, and here's just one of many options. The Screamin' Eagle Stage III kits take a Stage I-equipped Milwaukee-Eight 107 to 114 cubic inches, and the Milwaukee-Eight 114 engine to 117 cubic inches. Behind a Stage III Kit, touring riders will feel like they are solo even when loaded up with a passenger and cargo. Both kits feature bolt-on cylinders that can be installed without removing the engine from the motorcycle, reducing the required time and complexity of installation. The Stage III Kits include SE 4.075-inch cylinders, forged 11:1 coated aluminum pistons, high-performance piston rings, an SE8-498 camshaft, SE performance valve springs, SE high-performance tappets, multi-layer coated head gaskets, and cylinder base and cam cover gaskets. ECM calibration with Screamin' Eagle Pro Street Tuner is required for proper installation. **h-d.com**

PM'S NEW GALAXY WHEEL

The folks at Performance Machine took a classic, elegant spoke design and spun it out of this world, pushing the boundaries of their manufacturing capabilities to create a complex yet refined timeless design. From a distance the wheel gives the appearance of simplicity, but as you are drawn in closer the intricacy of the wheel is revealed, yet performance is also a big part. Although the wheel is cut from PM's beefy Contour Collection series blanks, efforts were made to trim the fat yet stay big on style with carefully intertwined thin spokes and a full round deep rim-lip cut—taking out weight where it counts the most for performance. It is CNC-machined and available in chrome, contrast cut, contrast cut platinum and color shop finishes. **performancemachine.com**

BRASS BALLS' RIBBED EXHAUST TIPS

The folks at Brass Balls Cycles have built a few custom bikes over the years, and when they want to dress up a set of drag pipes, they simply machine a set of one-off custom exhaust tips to do so. Obviously that's not something most motorcyclists (and many small shops) can do, so they decided to include them as the newest item in their growing Brass Balls Cycles parts line. These Ribbed Exhaust Tips, machined from 6061 billet aircraft grade aluminum, are the quickest and easiest way to add some cool to your bike. Slip them onto 1 3/4-inch O.D. pipes and slide 'em to the internal stop. Tighten supplied set-screws, and you're done. They're sold in sets of 2. **brassballscycles.com**

BIG BIKE PARTS' LED DRIVING LIGHT KITS

With their all-new 3 ½-inch LED driving lights, Big Bike Parts gives you a choice of chrome or black satin for Harley and Victory riders. Custom fairing mounts for bike specific fitments, you can choose Big Bike Parts' new 3 ½-inch visored high-intensity driving lights with dual CREE LED's per light in either an all chrome finish or black satin. At 6000K brightness, these lights are not only bright, but have an exceptional 1,000-foot light envelope. Fitments are for the Harley FLH and Victory Cross series of bikes. **bigbikeparts.com**

AEROMACH USA'S TRIBAL SOLO RACK FOR 2017 VICTORY OCTANES

Who says there are no aftermarket parts for Victorys? Here's one, and a

pretty cool one to boot. This rack is made of ¼-inch laser-cut aluminum with steel mounting bracket. The rack is finished in flat black powder coating. All stainless steel mounting hardware is included. It's simple and straight forward, so if you happen to have a 2017 Victory Octane, you might want to check this out at **aeromachmfg.com**

JIMS NO. 5530 REMOTE FUEL SUPPLY FOR FUEL INJECTED MOTORCYCLES

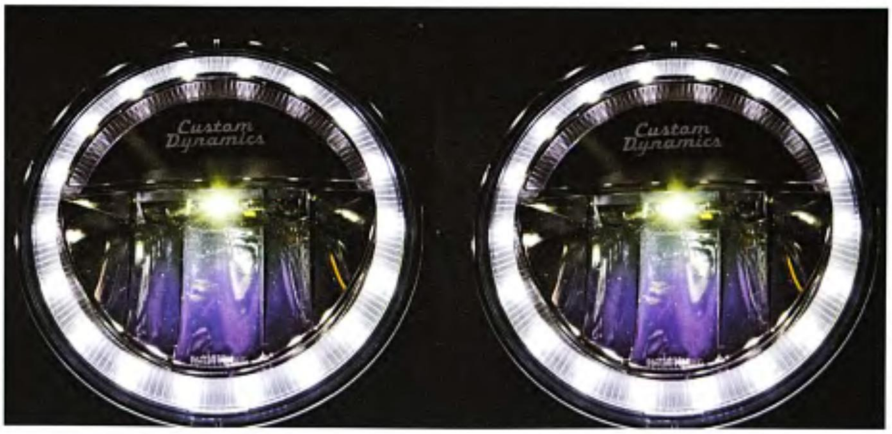
JIMS always has some of the most useful tools you can think of, and this one's no different. Fuel tank removal is often required for service and diagnostics. Additionally, the tank may need to be off while the engine is running. This presents a problem for fuel injection systems that have the fuel pump in the tank. To deal with this, JIMS now offers a compact, remote fuel tank that is pressurized with air to supply fuel to the EFI system. Designed to safely handle the required pressure, JIMS Remote Fuel Supply can run a motorcycle without being connected to an air supply. Once pressurized, the tank is completely mobile and can be easily hung from the handlebar or attached to a workbench or tool chest. This remote fuel supply includes all necessary OEM fittings to plug directly into the fuel line on all Delphi Fuel Injected Harley-Davidson models except for V-Rod. Check it out in action on their YouTube page, **JIMS USA**

CIRO SADDLEBAG EXTENSIONS FOR BAGGERS FROM 1997 UP

Ciro Saddlebag Extensions are now available for Harley-Davidson touring models all the way back to '97. They not only look good, they also increase visibility from the rear and sides with built-in LED run, turn, and brake lighting. Designed by real riders, you won't need to worry about leaning too far into corners as you would with custom extended bags because these radius under the bike. They're an easy plug-and-play installation with only a few bolts needed, and the light housing is easily removed to paint for a custom color match. They are available in chrome and gloss black for 1997-2013 FLHT/U, 1997-2013 FLTR/U, 2006-2013 FLHX, and 2010-2013 FLTRX models. **Ciro3D.com**

CUSTOM DYNAMICS' TRUBEAM 4.5-INCH HALO PASSING LAMPS

Custom Dynaics' brand new TruBEAM Halo Passing Lamps now comes with a built-in LED Halo. With the new built-in Halo, TruBEAM Halo Passing Lamps offer a perfect match to their Dynamic Ringz and TruBEAM Headlamps for a total Custom Dynamics look on the front of your Harley Davidson touring model. Boasting an impressive 1052 Lumens, these passing lamps provide massive amounts of light to increase safety and visibility on the road ahead, and they are installed with ease—100% plug and play. They come complete with a lifetime warranty against LED failure and available in chrome or black chrome. **customdynamics.com**



BABES, BIKES, AND BOOZE

Las Vegas BikeFest XVI

Things were a lot different during the very first Las Vegas BikeFest 16 years ago: all the vendors fit on one parking lot a couple of blocks north of Fremont Street, the event itself took place in early September so it was still broiling hot, and most of the bikes there were either choppers or those infamous billet barges of the '90s.

A decade-and-a-half later, and after years at the Cashman Center south of downtown, the event is now located a couple of blocks east of the Fremont Street Experience where the vendors barely fit onto two large parking lots and pretty much all you saw all weekend long was a sea of baggers, rolling evidence that many modern bikers need more than what they can tie to a sissybar or apehangers.

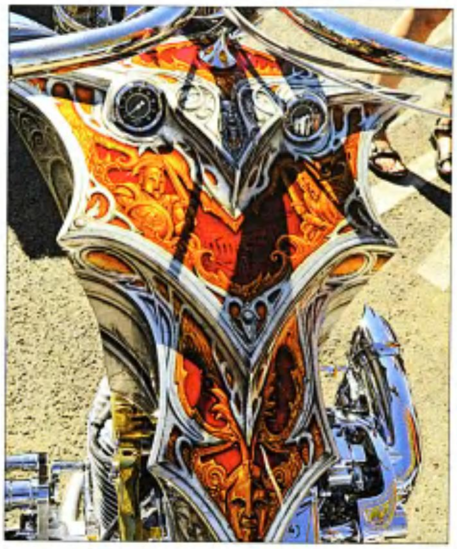
But you didn't have to look far to see some sleeker iron. You just had to step inside the old Western Hotel that served as the show's headquarters and also housed the famous Artistry of Iron, and there they were, bikes of all types, from old panheads to Twin Cams, from Panthers to Triumphs and, uh, facsimiles thereof, like the eventual winner of the competition, Pete Pearson's Triumph-based salt flat racer called "Speed Weevil." Pete, who hails from the UK, modified the bike so much, it was difficult to recognize as a trumpet, but there it was, replete with…, well, we're not sure what with because it looked like it was missing a lot more than you'd think a racer would boast.

But that didn't happen until Saturday evening anyway, so for Friday, you still had about 40 bikes vying for trophies in the chopper show in front of the Western Hotel, and there was some cool stuff to be seen as well, even though quite a few of them were baggers. But then the next day, at the Best Bagger bike show, that same block of Fremont Street literally exploded with baggers of all sorts and sizes, from fairly mild customs with regular-sized front wheels to some of the most radically chopped and fabbed air-ride monsters with 32-inch rubberized behemoths sporting some of the wildest and most expensive paint jobs known to bike-riding man. Chris Madsen's 21014 Road King took home the trophy for that competition.

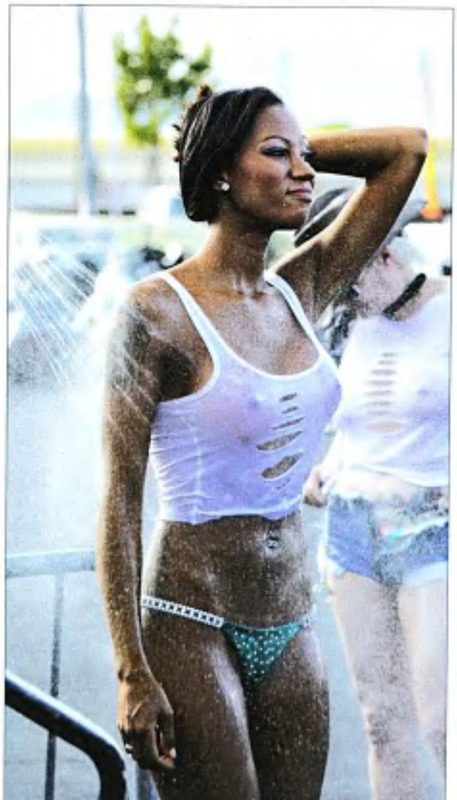
Both Friday and Saturday night things were hot and heavy at the Hogs and Heifers "compound" just down the road. The blocked-off block or two was a sea of bikes and cheek-to-cheek humans.

TRIPLE
GEORGE
GRILL
FREEDOM
LIVE MUSIC

But of course the BikeFest had a lot more to offer than just bikes and scantily clad chicks dancing on top of a bar. Some chicks wearing wet T-shirts—or parts of T-shirts—were dancing and gyrating Friday afternoon on a stage set up at nearby Red Rock Harley-Davidson, while on Saturday even more scantily clad (if that's possible) ones vied on the South Stage for the Miss Las Vegas BikeFest title—and the "honor" of being lifted like a set of weights by Strongman champion Nick Best.



There was live music throughout the weekend on two stages by bands, including Amber Down and Dive Bomber, as well as Branscombe Richmond's Renegades & Roadies Tour. Those guys closed both Friday and Saturday nights, and Saturday night saw also the very first induction ceremony for the new Las Vegas Motorcycle Hall of Fame, with Keith Ball, Lorenzo Lamas, Robbie Knievel, and Robbie's dad, Evel Knievel (posthumously, of course). There was also a tattoo contest, a best facial hair competition, a Globe of Death show, a stunt riding team thrilling the crowds, and plenty more.



In fact, with the Poker Run, the Artistry of Iron contest, a bike show on Friday, and bagger show on Saturday, a motorcycle stunt show, plus all the vendors and everything else the BikeFest had to offer, it was virtually impossible to be everywhere to catch everything. But the record crowd seemed to have had a great time once again, and plans are already in the making for next year's shindig, which will be happening on the weekend of October 5 through 8, 2017. So make your plans now.

For more info, check out lasvegasbikefest.com. —*Kai R.*

Photos: Kai R.

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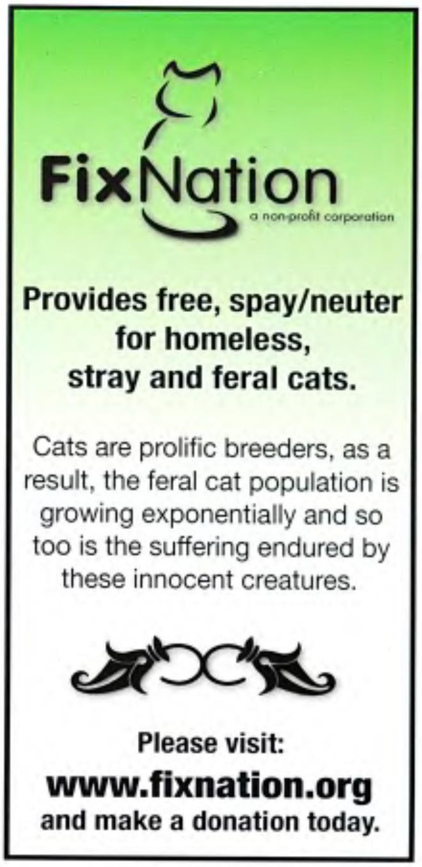

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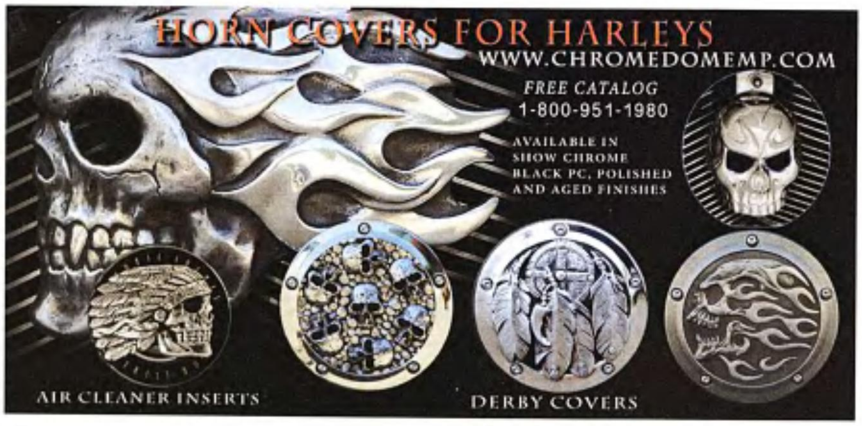

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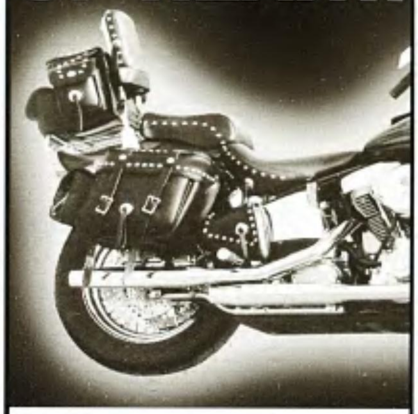

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DEALER INQUIRIES WELCOME

Joan Krenning
Phoenix, Ariona
2013 Street Glide

You might have seen Joan's "Freedom Glide" in Sturgis, or New Mexico, or just about anywhere in the country, because the Glide is not only Joan's bike, it's also her passion and she takes it everywhere. And that's mainly because she doesn't own a car—by choice.

Joan says she started riding in 1986 on a brand-new candy apple red Softail Custom. Three years later she got into business for herself supplying headwraps to Harley dealers around her neck of the woods. It was her idea of getting completely immersed in the world she loves, the world of motorcycling. "But for the next 20-somewhat years I never got to ride my bike because I was always working," she says. "So I decided to sell the car—a Ford Focus that I used to make those deliveries—and buy another motorcycle so I could do my job on the back of my bike instead."

She says she's put 80,000 miles on that bike since 2013, and 32,000 of them during the first eight months alone. But Joan's other passion is America's Bill of Rights, and combining both passions was what gave her the idea to have passages from the Bill of Rights painted on her bike by a friend, Heather Phoenix Wright of Red Phoenix Marketing. "I didn't want anything flashy red, white, and blue; I just wanted it to be edgy," she explains.

It's because of that paint job that she "truly met and got to know America," she explains. "I met people all over, and I got into spirited discussions about the Bill of Rights, about purchasing American-made products, and about their lives, so it's been a really interesting story."

All that riding and meeting people then took her to the next level: founding the Steel Horse Sisterhood, a

Comin' At Ya

sort of organization for women who love to ride get together for different events like an annual scavenger hunt replete with maps and hidden treasures. The website www. steelhorsesisterhoodsummit.com tells you all about the sisterhood, their get-togethers, and who sponsors the summits. "It's about inspiring growth in women's lives and the sport of women and motorcycling, while making a charitable impact," Joan says. "And having fun doing it."

The Mission of the Steel Horse Sisterhood Charities, a recognized 501(c)3 charitable organization is to provide opportunities for women to develop and refine their skills while encouraging the art of women mentoring women and serving people in the motorcycle community.

You can find Joan on Facebook, Instagram, and Twitter under Lady Road Dog and check out her blog at www. ladyroaddog.com.

—Tripper

Photos: Jeff Coulter / owner

"My ol' lady says she wants a new ride."

Easyriders May issue (No. 527) takes you to the Bikers for Trump Inauguration Party in Washington D.C. as well as the amazing Handbuilt Motorcycle Show in Austin, Texas, to check out the wild bikes, races, and more. Then join us for Reno's Street Vibrations and also the Easyriders Charlotte Bike Show to discover the latest custom trends.

Out in the chopper shed we'll offer up a wide range of customs, from Curt Owens' Anything Goes super long shovel, and Ryan Grossman's sick knuckle chopper, to Donny Delphi's sweet panhead scoot and Cole Rogers sinister Sporty.

Our *In The Wind* Special of reader's lifestyle photos also brings you a down home biker bash in Kentucky where the moonshine flows and the ladies' T-shirts are drippin' wet!

All this as well as another Classic David Mann painting, a pantload o' laughs, and some nearly nekkid nasty gals! It's all roarin' up your kazoo in the May issue of *Easyriders*!

On sale Marchy 28

The May issue of *V-Twin* (No. 193) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON* —extra tech guides, and of course, no nudity.

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Three Nude Girl Photo first appeared in the January 1982 issue of *Easyriders* magazine.